THE LITERARY DIGEST

(Title registered in U. S. Patent Office and in Foreign Countries)

PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in U. S. Patent Office)

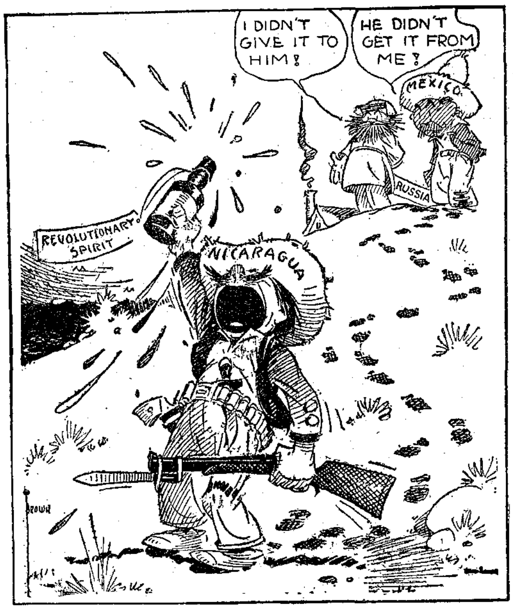
Vol. XCII, No. 2 New York, January 8, 1927 Whole Number 1916

TOPICS ▾ OF ▾ THE ▾ DAY

(This title registered in U. S. Patent Office)

Keystone View Company photograph

ADMIRAL LATIMER



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BOOTLEG OR HOME-BREW?
—Brown in the New York *Herald Tribune*.

Underwood & Underwood photograph

PRESIDENT DIAZ

Admiral Latimer commands the American Special Service Squadron in Latin-American waters, and has established three neutral zones on the east coast of Nicaragua—at Bluefields, Rio Grande Bar, and Puerto Cabezas. Admiral Latimer served for several years as Judge-Advocate General of the Navy, and is well versed in international law and the steps to be taken in dealing with situations similar to that in Nicaragua. President Diaz, at the right, was elected on November 11, and his Government at Managua, Nicaragua, was recognized by the United States soon after. Mexico, on the other hand, has recognized the Government of his political rival, Dr. Juan Sacasa, at Puerto Cabezas.

AMERICAN "IMPERIALISM" IN NICARAGUA

A NEW AMERICAN IMPERIALISM is seen by several European newspapers; and fear, suspicion, and distrust are being spread throughout Latin America, say London and Washington correspondents, by the recent landing of American marines under Admiral Latimer at Puerto Cabezas, headquarters of the Liberal Nicaraguan Government. "Mexico has recognized the Liberal régime of Dr. Juan B. Sacasa, former Vice-President of Nicaragua, with as much right as we have recognized the Conservative Government of Adolfo Diaz," observes the Brooklyn *Eagle* (Ind. Dem.). "Nicaraguans are doing most of the fighting, but Mexico and the United States loom as the important belligerents. It is only the weakness of our southern neighbors that prevents our being involved in a serious war." In addition to our "forcible intervention" in Nicaragua, as some Washington correspondents term our occupation of Puerto Cabezas, our new cruiser-building program and the treaty with Panama, whereby that republic will aid us in war, convince not only British, Mexican, and South American editors that the United States is becoming frankly imperialistic, but also some American newspapers as well.

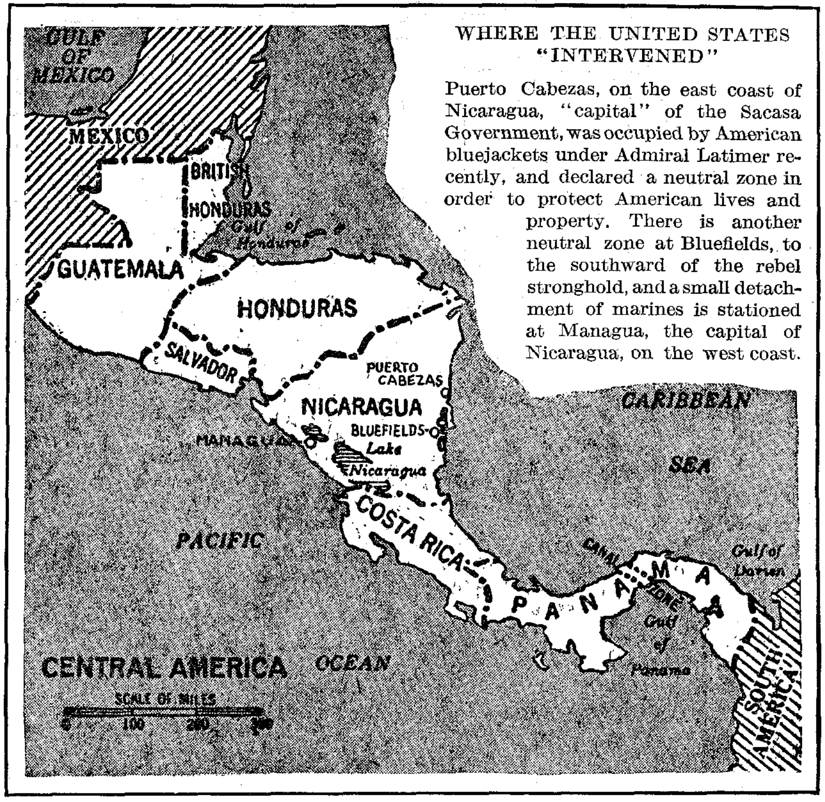
The Mexican Government's official recognition of the Sacasa faction, after we had recognized Diaz, has increased the suspicion in Washington, we are told, that Mexico desires to be the "big brother" of the Central American republics, a position which Uncle Sam has held these many years. This, and the admitted fact that Mexican soldiers and gun-runners are aiding the Sacasa cause, coinciding, as it does, with the bitter controversy between the United States and Mexico over the latter's oil and land laws, helps to complicate the problem now before Secretary of State Kellogg. Senator Borah, Chairman of the Senate Foreign Relations Committee, at first added to the Coolidge Administration's worries by threatening to investigate the Nicaraguan situation, but after a conference with Secretary Kellogg announced that, in his opinion, an inquiry was not necessary. It was also intimated in Washington that certain oil interests of the United States were endeavoring to have this country intervene in Nicaragua's political squabble, hoping thus to embroil us in a war with Mexico. Whatever may be the affiliations of those behind the revolution, says Clinton W. Gilbert, Washington correspondent of the New York *Evening Post:*

> "The issue apparently involves the question of whether Mexico or the United States is to be the dominant factor in the diplomacy of Central America. A victory for Sacasa would mean that Nicaragua, at least so long as his faction ruled the country, would

look to Mexico as a kind of elder brother. It also probably would mean Nicaragua would pass land laws similar to those to which the United States has objected in Mexico as confiscatory. The success of Mexico and Nicaragua with a policy unfavorable to foreign investment in their natural resources, might furnish an example that would be imitated in other Central American States and further south.

"At any rate, the spreading of the Mexican land policy to even one other State would strengthen Mexico in her resistance to the United States' position on the rights of foreign investors by making it appear that the Mexican land policy was beginning to commend itself to the Latin-American peoples."

So, remarks the independent Democratic New York *World*, "here is another source of irritation, not only between the United States and Nicaragua, but between this Government and all Latin America, which has no love for imperialistic gestures from Washington." Continues *The World:*



WHERE THE UNITED STATES "INTERVENED"

Puerto Cabezas, on the east coast of Nicaragua, "capital" of the Sacasa Government, was occupied by American bluejackets under Admiral Latimer recently, and declared a neutral zone in order to protect American lives and property. There is another neutral zone at Bluefields, to the southward of the rebel stronghold, and a small detachment of marines is stationed at Managua, the capital of Nicaragua, on the west coast.

"Nobody in South America or in Europe, and few people here, will believe that the United States is neutral. The whole history of American dealing with Nicaragua since the days of Secretary Knox goes to show that Nicaragua is not an independent republic; that its Government is the creature of the State Department; that the management of its finances and the direction of its domestic and foreign affairs are determined, not in Managua, but in Washington and in Wall Street.

"For about fifteen years Nicaragua has been an American protectorate and as much a part of an American empire as ever Egypt was of the British Empire, or Syria of the French. It would be hypocritical to pretend that the State Department is neutral. It has backed Diaz, it made Diaz, it supports Diaz, and without the intervention of the American naval forces Diaz would collapse. The reason for the landing at Puerto Cabezas and for the blockade of the east coast was to strike at the Sacasa rebels from the rear.

"The action of the State Department does not signify any radical departure from the established American policy in the Caribbean. It might be called a normal incident in a policy of imperial expansion which began with the victory over Spain in 1898. As a result of that war the United States acquired by annexation or protectorate Cuba and Porto Rico in the Caribbean, and the Philippine Islands in the Pacific.

"The responsibility of protecting this overseas empire led within five years to the acquisition of Panama. It was plain that the defense of the Canal was of incalculable importance, for if ever the Canal were blocked by a hostile Power the American Navy would no longer be able to operate in both oceans. Panama became to us what Gibraltar and Suez are to Great Britain.

"The fundamental American interest in Nicaragua is likewise connected with the Canal. Nicaragua, unfortunately for itself, happens to contain the site of what might be another interoceanic canal. The United States can never again cease to be interested in it, for obviously it could not allow any other nation to build a rival to the Panama Canal so near at hand. In 1916 the United States acquired the canal rights through Nicaragua and a naval base on both coasts. That ended the possibility of Nicaraguan independence and made it just as important to have a government in Nicaragua that would take orders from Washington as it was important to have such a government in Panama. . . .

"The principle of American imperialism is exactly the same principle as of the British or the French. The motives, the methods, and the pretenses are about the same."

"To pretend that we are not intervening in Nicaragua, or that we are neutral as between the rival factions there, is absurd," maintains the Brooklyn *Eagle*. The Newark *News* (Ind.), together with the Pittsburgh *Post* and Providence *News*, both Democratic, joins in the demand for more light on the Nicaraguan situation, even if an investigation is necessary. Nicaragua, admits the Pittsburgh paper, "probably would be better off under the Diaz régime, but it is debatable if the United States, under the pretense of protecting American lives and property, should force upon the Nicaraguan people a government that they do not want."

In the opinion of *The Independent*, "Secretary Kellogg is too quick on the trigger in dealing with Central American republics." In this the Washington agent of the Sacasa faction agrees, at least so far as Nicaragua is concerned. In a letter to the Secretary of State, he is quoted as saying:

"In behalf of the Constitutional Government of Nicaragua, I desire to protest against the occupation by the naval forces of the United States of the city of Puerto Cabezas, and against the practical imprisonment of President Juan B. Sacasa, who, having been elected Vice-President of Nicaragua in 1924 for the term of four years, became President of Nicaragua under express provisions of our Constitution, upon the resignation of the President of the Republic.

"The occupation of the city was entirely unnecessary, as there had been no interference with the lives and property of American citizens by the Constitutional forces, nor was there any danger of such interference.

"The practical arrest of the Constitutional ruler of a sovereign State with which the United States is at peace is almost without parallel in the history of international relations, and is unwarranted by any principle of international law."

In the opinion of Henry Suydam, Washington correspondent of the Brooklyn *Eagle:*

"The forcible intervention of the United States in Nicaraguan politics, under the pretext of protecting American property, is a singular example of the ineptitude of Frank B. Kellogg, Secretary of State. A broad development is now in progress under Mr. Kellogg which, if allowed to continue, will destroy the last trace of Mr. Hughes's good work, will envelop this country's American relations in an evil atmosphere from which it will take years to recover, and will thrust Mexico forward as the protector and standard-bearer of all the other republics in this hemisphere."

"Armed intervention by the United States in Nicaragua," agrees a member of the Sacasa Cabinet, "instead of bringing peace, will cause anarchy and years of strife." "The very fact that Diaz has appealed to the United States for bayonets and cruisers tends to show that he is a usurper," notes *La Prensa*, the recognized organ of the Spanish colony in New York City. *El Universal*, of Mexico City, also scores our "aggressive imperialism," and Senator King, Democrat of Utah, believes "the Harding-Coolidge policy in dealing with Mexico and other republics to the south has been a series of colossal blunders."

On the other hand the Pittsburgh *Sun* (Ind. Dem.) is convinced that, "since our motives are liable to be misconstrued in any case, a bold course may be the best policy." "Entirely aside from the partizan issues involved, and from the important American interests, commercial and political, it is becoming increasingly evident" to the Republican Philadelphia *Inquirer* "that the Administration of President Diaz, which we have recognized, is an influence toward peace, while that of Dr. Sacasa is determined on trouble and destruction," and President Diaz, himself, in a statement issued at Managua, the capital, was quoted as saying: "We can not believe that the American Government and people can be indifferent to our welfare, and stand by while the Mexican Government continues to send arms and men to the revolutionists." As the Washington *Post* (Ind.) points out:

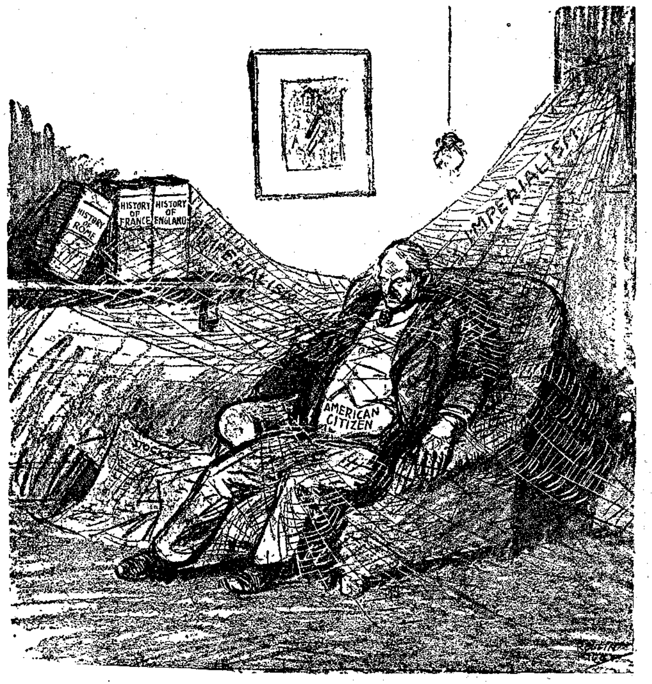
> "The United States is not only bound by the spirit of the Monroe Doctrine to defend the republics of Central America against alien aggression aiming at the destruction of republican government, but is also bound to protect the interests of this country. Intervention in behalf of constitutional government in Central America is not a novelty, but is the fixt policy of the United States."

It is true, admits the New York *Times* (Ind. Dem.), that the United States, under the Monroe Doctrine, has asserted various privileges, and accepted certain obligations, regarding the republics of South and Central America. But, it adds:

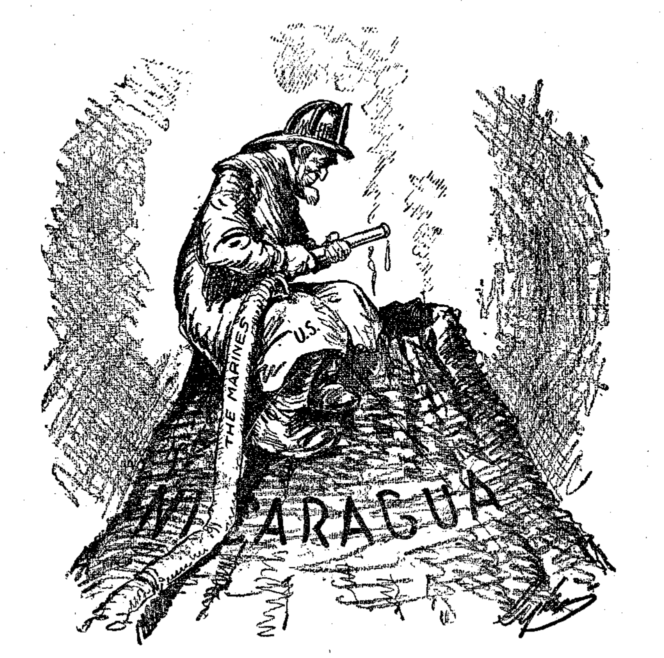
> "We can not be rightly charged with imperialism, disguised or avowed, since we have continuously discarded the policy of maintaining a large army and navy. Admittedly, we seek to guard our own. Without false pretenses, our hope is to enlarge our commerce and our influence. But all that we do has at least the motive of aiding and protecting the weaker republics on this continent, rather than of overriding or despoiling them. If this be imperialism, make the most of it."

At Puerto Cabezas, seat of the Liberal government, we are told, there are about a thousand Americans, mostly employees of American lumber and other companies. In a four-day battle late in December, the Liberals are said to have beaten the Diaz adherents, after both sides had suffered serious losses. The events which led to this battle and our "intervention" are thus summarized by the Baltimore *Sun:*

> "From 1912, when Zelaya's long rule was brought to a close, a body of American marines was kept in that little country until eighteen months ago. In 1924 elections were held, more or less under the eye of the marines, and a President and Vice-President were chosen. Carlos Solorzano, Liberal-Nationalist, won the Presidency over Emiliano Chamorro, Conservative. Dr. Sacasa was elected Vice-President.



PORTRAIT OF AN AMERICAN IMPERIALIST
—Kirby in the New York *World.*

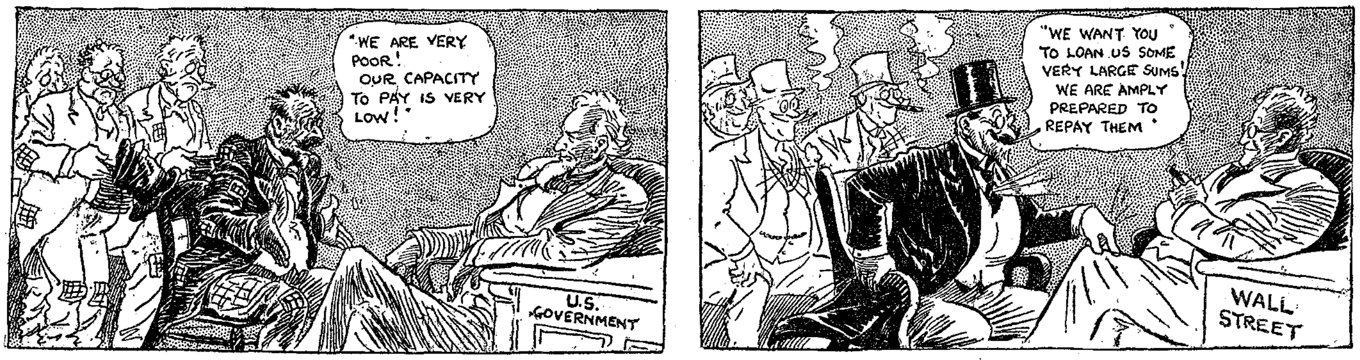


ON HAND IF NEEDED
—Sykes in the Philadelphia *Evening Public Ledger.*

> "Solorzano assumed office on January 1, 1925. The marines sailed for home on August 3. At the end of that month an official dinner was raided by the Conservatives and the Finance Minister was seized. In the next month, the Conservative forces laid siege to the capital, Managua. The upshot was that Solorzano held on to the Presidency for a little time by yielding actual power to Chamorro.
>
> "During this intrigue, Vice-President Sacasa left the country and appeared in Washington. In December, 1925, he was ordered by the Chamorro party to return, under penalty of forfeiting his office. Chamorro sought to have that office vacant, so that when Solorzano was forced to 'resign' the Presidency the way would be open for Congress, which he dominated, to name him President. Sacasa decided wisdom forbade return. So Solorzano 'resigned,' Sacasa was held to have forfeited his office, and Chamorro became President on January 16 last. Our Government promptly refused him recognition on the ground that he had taken office in violation of the Constitution of the country.
>
> "Within a few weeks revolt against Chamorro's government broke out and has raged intermittently ever since. In August we began pressure against Chamorro for peace, and we also put the screws on the insurgents by banning, on September 15, shipments of arms to Nicaragua. Next came a peace conference, with our Chargé d'Affaires very active. It failed. Thereupon things moved swiftly. In November Chamorro resigned, the Nicaraguan Congress on November 11 'elected' his associate, Adolfo Diaz, in his stead, and we immediately recognized his Government.
>
> "Sacasa, outlawed Vice-President, returned to the east coast of Nicaragua and declared himself the head of the Constitutional Government, and Mexico recognized him, altho we supported Diaz. Coincident was the talk from the State Department of Mexican efforts to establish a Bolshevist hegemony between the Rio Grande and the Panama Canal, and warnings from Mr. Kellogg against 'outside intervention' in the affairs of Nicaragua. And now Admiral Latimer virtually drives Sacasa out of his temporary capital."

The Diaz Government is said in a Managua dispatch to the Associated Press to be extremely short of funds and ammunition. And President Diaz, showing great anxiety over the situation, made this statement on December 28:

> "Mexico, if she wishes, can easily defeat all the Central American republics, and I can not hold out much longer against her. Another Mexican gun-runner left Mexico several days ago with more ammunition than this Government has, and also some light and heavy artillery. We have a few old cannon, but they can not compare with modern guns."


"WE ARE VERY POOR! OUR CAPACITY TO PAY IS VERY LOW!"
U.S. GOVERNMENT
"WE WANT YOU TO LOAN US SOME VERY LARGE SUMS! WE ARE AMPLY PREPARED TO REPAY THEM"
WALL STREET

Reg. U. S. Pat. Off.: Copyright, 1926, by the Chicago *Tribune*

When Europe wants the United States to reduce war debts.

When Europe wants to float some big loans in Wall Street.

CIRCUMSTANCES ALTER CASES —McCutcheon in the Chicago *Tribune*.

A CALL TO REVISE THE WAR DEBTS

"THE FINEST CHRISTMAS MESSAGE that the New World could possibly send to the Old," is the way one Paris correspondent describes the manifesto of the political science faculty of Columbia University declaring the war-debt settlements "unsound in principle" and urging their "complete reconsideration" by "an international conference called to review the entire problem and make proposals for readjustment." The suggestion is made in the name, not only of "justice," but also of "expediency" and "economic self-interest." It was welcomed in Europe, the correspondent tells us, as "a gospel of peace on earth to men of good-will." In England a London daily hailed it as "an acceptable Christmas gesture" while admitting that there was "small prospect of it being translated into a Christmas present." This Christmas message, remarks the New York *Times*, "was spoken by a group of distinguished students of political, economic and social questions, but it revealed what lies deep in the consciousness of millions who are inarticulate." At the same time a large section of our press shares the opinion of the Pittsburgh *Gazette Times* that the Columbia statement is, in effect, cruel rather than kind to our European debtors, because it "raises unjustified expectations." In the White House the outgiving of the professors is regarded as "untimely" because it may delay the ratification of our debt-funding agreement with France, which is still pending. As the New York *Evening World* remarks, "it will be used by the foes of ratification as evidence of the possibility of getting something better." Nevertheless, says the Newark *Evening News:*

> "Even President Coolidge, who, according to a White House statement, considers the professors' manifesto untimely, recognizes that a change of policy may come eventually. In other words, if we come to believe that the present policy is economically unsound, as the Columbia professors contend, there will be a change."

The plea for war-debt revision that issued from Columbia University a few days before Christmas was signed by forty-two professors representing the departments of economics, public law, history and social science. Because "the distinguished scholars and authorities who signed this paper have no ax to grind, personal or political," remarks the New York *Times*, "their statement is a direct and sharp challenge to a fresh study and a new settlement of the war debts"—a question "of vital concern to the people of this country." In urging "a complete reconsideration" of our war-debt settlements by an international conference the Columbia professors explain that they "do not agree that the debts be completely canceled." Nor would they have the proposed conference "in any way interfere with present negotiations." But the present settlements, they say, are producing "distrust and misunderstanding" at the very time when the spirit of Locarno has a chance to dominate Europe. They deplore the "capacity-to-pay" formula as applied in the settlements because it proves "difficult if not impossible of just application in the case of debts so vast as to reach over two or three generations." Declaring that "it is unjust to fix the burdens of future generations on the basis of guesswork," they go on to say:

> "This injustice is all the more evident when one compares the various settlements and notes the wide discrepancies in liberality. On a 4¼ per cent. interest basis France is to pay only 50 per cent., Belgium 54 per cent., of the whole debt (interest included). Great Britain is to pay 82 per cent. while Italy pays only 26 per cent. Whatever justification there may have been for differences in treatment of the various national debts, it is unfortunate that the principle, 'capacity to pay,' should result in such striking variations as these."

Examining the economic effects of these settlements, the Columbia professors argue that "the material interests involved, so far as we are concerned, are relatively small," while to Europe they represent "a crushing load":

> "The scheduled annual debt payments will make much less difference in the American tax bill than is generally supposed. The payments due in the next four years amount to less than two dollars annually for each person in this country. They amount to less than 10 per cent. of the estimated yield of the Federal income tax of 1927.
>
> "Fulfilment of the debt agreements necessarily imposes on European debtors hardships much greater than the benefits that accrue to America. Great Britain, France, Italy and other European countries are already bearing burdens which strain their courage and strength. Taxation, in proportion to income and population, is between two and three times heavier in England, France and Italy than it is in the United States. Payments that could at best mean a paltry gain for most American taxpayers mean to the overtaxed debtors a crushing load."

In conclusion the Columbia economists turn to another aspect of the question, one which, they say, "must not be ignored":

> "Can any thoughtful American view with indifference the growing odium with which his country is coming to be regarded by our European associates? This would be distressing whatever the occasion; but when from the European point of view there is convincing justification for their unfavorable estimate of us, should we not welcome a chance to talk out our differences around a conference table? Evidence is accumulating week by week that our insistence on debt payment will cause the hatreds of which European countries are finding means to allay among themselves to be concentrated squarely against us. Already international trusts are being organized to compete with our industries in neutral markets. Already it is being pointed out that the reparations payments which threaten to hold Germany in financial bondage for two or three generations are necessary to permit the Allies to pay their war debts to us. A coalition of Europe against the United States might prove a good thing for Europe. Can any one believe that it would be a good thing for the United States? Thus the demands of justice are reinforced by the dictates of political expediency and the counsels of economic self-interest in urging us to meet half-way the countries

of Europe in the International Debt and Reparations Conference which we here propose."

This plan to reopen the war-debt settlements and revise them at an international conference meets with very little sympathy in Washington, the correspondents report. As one Administration official pointed out, "to place the matter in the hands of an international conference would be practically turning over the question of the debts to the debtors." The present settlements, declared Senator Swanson of Virginia, "are the most liberal and generous ever made in the history of the world." Treasury officials are quoted as saying that the Columbia statement is "unfortunate" and "untimely." In the opinion of Senator Reed Smoot, Chairman of the Senate Finance Committee and a member of the Debt Commission, the terms of the present settlement are "lenient," and the whole proposition of the Columbia professors is "an absurdity" which, "if it means anything, means cancelation." To quote Senator Smoot further:

> "Like so many good-intentioned people, the Columbia professors, instead of accomplishing the benefits they seek to confer, actually are doing harm to those they say they would help. Their pronouncement is, as was to be expected, now being used to strengthen the opposition in France to a ratification of the Mellon-Berenger agreement and therefore has become an active factor in the maintenance of this very uncertainty from which all Europe is trying desperately to rid itself."

The proposal of revision is "premature," says the New York *Evening Post*, because our present program of settlements must first be completed by the ratification of our agreement with France. Resentment of the Columbia statement in official Washington is natural and justified, thinks the New York *Sun*. "The Columbia professors, in declaring that the billions loaned by the United States were 'contributions to a common cause against a common enemy,' quite overlook the fact that the common enemy was stript of valuable possessions by some of the Allies, who forgot to divide the proceeds with their financial backer," remarks the Washington *Post*, which adds: "But college professors are notoriously absent-minded." Theirs is "a trouble-making plea," thinks the New York *Herald Tribune*. "No debt conference for us," exclaims the St. Louis *Globe-Democrat*. Such a conference "would be productive of nothing but confusion," says the St. Paul *Dispatch*. "The country stands with Coolidge, not Columbia," declares the New Haven *Register*. "The question of the debt settlement is a large one, and may have to be reexamined from time to time, but for the present there seems no reason to doubt that the Allies can pay all we are asking of them," comments the Chicago *Tribune*. And, adds the Detroit *Free Press:*

> "The professors fail to satisfy thinking Americans that by merely removing the financial leverage which this country now holds over Europe we would surely win Europe's love and admiration. It is just as easy to imagine that, without hating us any the less, Europe would in addition only condemn us the more. It is hard enough on Uncle Sam to be pilloried as a Shylock. Perhaps it would be just as hard, or harder, for the genial old fellow to be ridiculed as a bungling 'easy guy,' who lacks the grit to stand up for his legitimate interests."

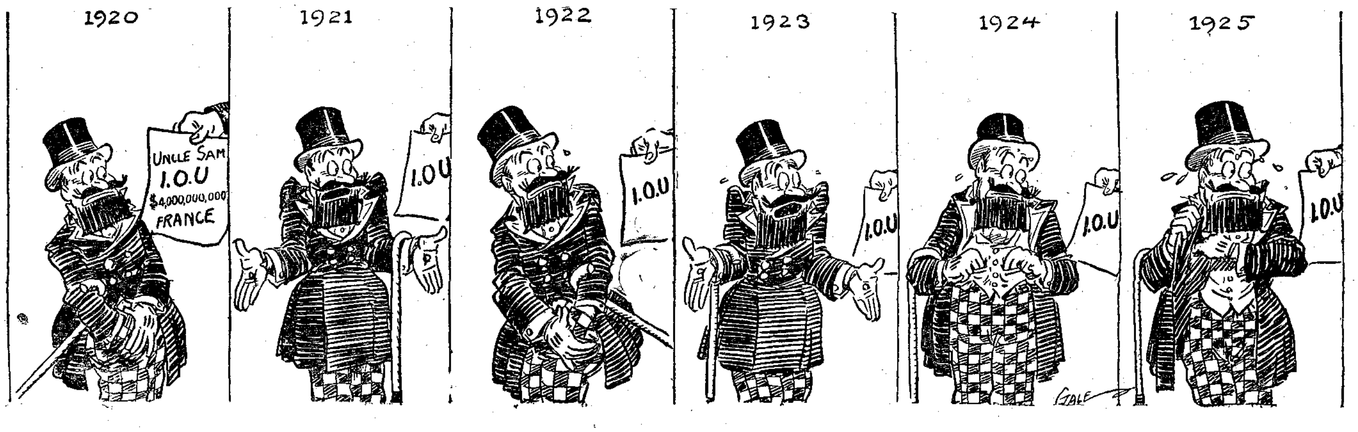
But the Columbia professors are not unsupported in their plea for debt revision. President Angell of Yale and President Goodnow of Johns Hopkins indorse their stand, as does President Green of the American Federation of Labor. "The revision they ask for is inevitable sooner or later," declares the New York *World*, which goes on to say:

> "They have done a considerable service in explaining some of the reasons which will make it inevitable. But as a program of statesmanship their argument is deficient in that it neglects a major element in the problem: the German settlement which sustains all the others, and because of its size refutes all the arguments about the burden of the settlements and their impracticability. The settlements having gone as far as they have, we shall have to go on with them until Europe starts a movement for complete revision of all the settlements, the German included. Until such a movement is inaugurated, a plea of revision, however righteous in itself, will fail. It will be a plea for leniency to Governments which are not themselves lenient. Until a program for general revision and liquidation becomes practical politics in Europe, a plea for revision of the American settlements is an argument for sacrifice without sufficient compensation."

The Columbia manifesto is a bit of courageous speaking which "prepares the public for a change of attitude that must come sooner or later," says the Newark *News*. "A better short statement of the moral and financial implications of our war-debt policy has not been produced in America," thinks the Norfolk *Virginian-Pilot*. "The immediate effect has been to stir old animosities, but the lasting result should be to cause an increase in sound opinion favorable to a reconsideration of the war-debt problem," remarks the Brooklyn *Eagle*. "The only way to guarantee to Europe that certainty in fiscal affairs which Senator Smoot correctly believes to be essential is to revise the debt settlements," says the New York *Journal of Commerce:* and in the Cleveland *Plain Dealer* we read:

> "From a variety of sources during the past year have come criticisms of the debt policy of this nation which can not be dismissed without serious thought. In one connection or another they raise the question of an admitted legal right, as created by a business relationship, as against one of moral obligation and enlightened self-interest. No one who reads the Columbia argument for reconsideration can feel convinced that the issue has been closed by the funding agreements already negotiated."

The question that chiefly concerns the American public, thinks the Kansas City *Star*, is not whether the terms of the debt settlements have been politically expedient or economically beneficial, but whether they have been fair. Says this Missouri paper: "If the settlements are unduly harsh, they ought to be revised. If they are fair, they ought to stand. The essential fairness or unfairness of the agreements eventually will determine the feeling of the people."

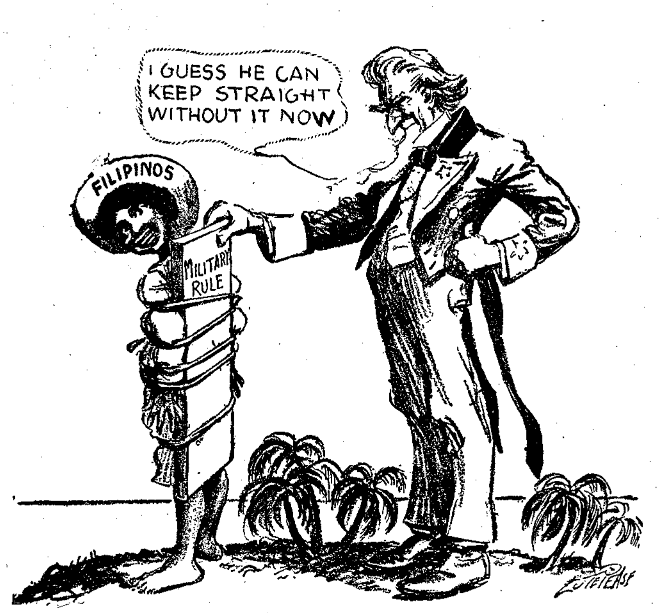


THE ORIGINAL SLOW MOTION-PICTURE

—Gale in the Los Angeles *Times*.

OUR PERENNIAL PHILIPPINE PUZZLE

EVER SINCE DEWEY WENT TO MANILA we have been getting reports on the Philippines, it is remarked, until "barrels of them are now stowed away in the Bureau of Insular Affairs in Washington." Now comes Col. Carmi Thompson with his recommendations, which the Springfield *Republican* finds the least important in all the long series, but which our press in general bedeck with commendatory adjectives. In view of Colonel Thompson's lack of previous contacts with our colonial problems, many editors find themselves agreeably disappointed with the report. Here, it is spoken of as "tactful, discreet and tolerant"; there, as "comprehensive and constructive." It is dubbed "able," "temperate," "valuable," "acute," "fair-minded," "sound." In one editorial we are told that it "shows fair and manly Americanism, sympathy, sanity, practical wisdom." That the report will be "both convincing and satisfying" to the great majority of the people, both here and in the Philippines, is the conclusion of a Republican journal, while a Democratic daily suggests that it "deserves more commendation than the qualified indorsement of Mr. Coolidge." This indorsement, it may be remembered, was phrased thus in the letter passing Colonel Thompson's report on to Congress: "While I do not agree with all his views and recommendations, I believe that the report is an excellent one." "Excellent," perhaps, our editors find it, but far from exciting. No great change is proposed. "A little less militarism and a little more autonomy" would sum up the report on its positive side, while negatively it states many arguments against immediate independence. Food for controversy is found chiefly between the lines. For instance, Colonel Thompson's faint praise of Governor-General Wood with his recommendation of a less militaristic régime brings out spirited attacks on and defense of the distinguished Army officer who has been called "our only proconsul." Also, a cautiously worded sentence touching on the eventual destiny of the islands leads to a journalistic debate between those who think we should keep the islands and say so, and those who think we should start them more definitely on the road to independence.


I GUESS HE CAN KEEP STRAIGHT WITHOUT IT NOW
FILIPINOS
MILITARY RULE
Pease

REMOVE IT

—Pease in the Newark *News*.

In the absence of any single great startling declaration of policy, Colonel Thompson's various recommendations for minor changes must be individually noticed. First of all, he declares that the business of the islands is at a standstill because of political uncertainty. This uncertainty has two phases: "First, a wide-spread and insistent agitation for immediate, absolute and complete independence; second, a deadlock between the Governor-General and the legislature." Colonel Thompson thinks that complete independence "is impossible now and for a long time to come, for the following reasons":

"1. The Philippines lack the financial resources necessary to maintain an independent Government.

"2. Because they lack a common language, and for other reasons, the Filipinos do not have the homogeneity and solidarity which are prime requisites of a strong democratic nation.

"3. The controlling public opinion which is necessary for the support of a democracy does not now exist in the Philippines.

"4. From the standpoint of American commercial interests in the Far East it would be unwise to relinquish control of the Philippines at the present time.

"5. Abandonment of the Philippines at this time might complicate international relations in the Orient.

"6. The granting of complete and immediate independence would end the free-trade relationship between the United States and the Philippines. This and other resulting conditions would bring about economic disaster for the Philippines."

All Filipinos, with the exception of a small radical minority, so Colonel Thompson says he learned during his three months on the islands, "really hope for an ultimate settlement of their relations with the United States on a basis which would eventually give them complete autonomy in internal affairs, but with the United States directing all foreign relations."

Turning to the deadlock between the Governor-General and the Philippine legislature, President Coolidge's representative finds both sides to blame. He says the legislature has been trying to exercise powers legally vested in the Governor-General, but which General Wood's predecessor had virtually abandoned. "On the other hand, the military atmosphere of the present administration has been unfortunate in its reactions upon the Filipino leaders." The fact that the General's close advisers are Army officers gives the Filipino leaders "an opportunity to protest that the islands are under militaristic rule." Colonel Thompson finds no need of military control and believes that "the people will be more contented and less inclined toward unrest under a more purely civil administration." But he wants it understood that "on the whole General Wood is to be commended for his efficient conduct of affairs during his administration."

Colonel Thompson finds that rubber can be grown profitably, and should be encouraged, but that any changes in the land laws should come through the Philippine legislature. He concludes his report with the following specific recommendations:

"1. That such steps be taken as may be required to reestablish cooperation between the executive and legislative branches of the Philippine Government;

"2. That the granting of absolute independence to the Philippines be postponed for some time to come; that this matter be considered at some future date when the islands are sufficiently developed to maintain an independent government and that in the meantime there be granted such further autonomy in the management of international affairs as conditions may from time to time warrant;

"3. That the United States Government establish an independent department for the administration of the Philippine Islands and other overseas territory;

"4. That the Governor-General be provided with the necessary civil advisers in order to relieve him of the present necessity of selecting such advisers from the United States Army;

"5. That Mindanao and Sulu should not be separated from the rest of the islands, but that American control be strengthened in the Moro country;

"6. That the Federal Reserve system be extended to the Philippine Islands;

"7. That one or more Federal land banks be established in the Philippines to provide loans at reasonable interest rates for the farmers who now pay from 12 to 30 per cent. interest;

"8. That the United States Department of Agriculture establish a sufficient number of experiment stations in the

Philippine Islands to properly develop the agricultural resources of the islands;

"9. That the fundamental law governing the Philippines known as the Jones Act be not amended or changed at this time;

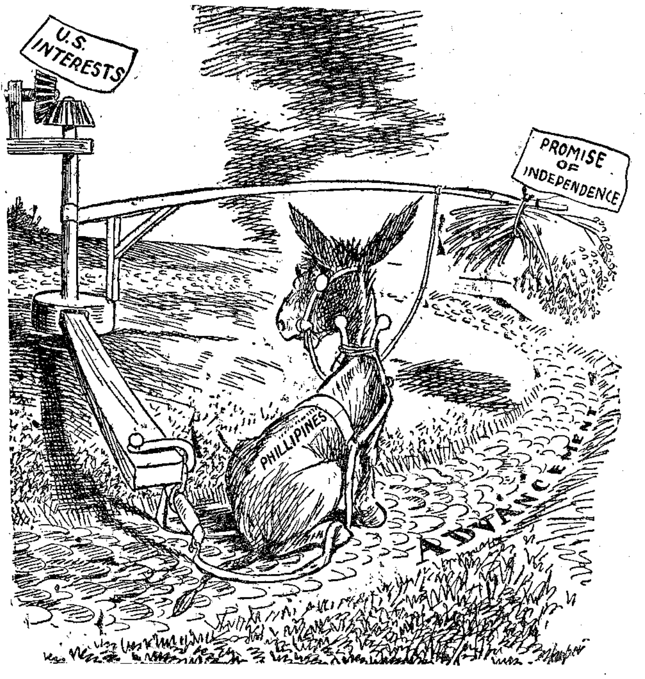
"10. That the Philippine legislature should amend the Philippine land laws (with proper safeguards) so as to bring about such conditions as will attract capital and business experience for the development of the production of rubber, coffee, and other tropical products, some of which are now controlled by monopolies;

"11. That no amendments be made at this time to the Philippine land laws by the American Congress;

"12. That the Philippine Government withdraw from private business at the earliest possible date."

When leading advocates of Philippine independence were asked to comment on the Thompson report, they found reason for both criticism and approval. For instance, Manuel Quezon, President of the Philippine Senate, declared that Colonel Thompson was very much mistaken and not exactly fair "in affirming that a majority of Filipinos were not for absolute independence." But, he added, "we have at least gained one point with the visit of Colonel Thompson, and the reign of the sword over the people of the Philippines is doomed." The director of the Washington office of the Philippine Independence Commission, Mr. V. G. Bunaun, similarly finds the independence angle of the Thompson report disappointing, but is gratified because Colonel Thompson "is opposed to any amendment of the Philippine land laws by Congress, leaving the Philippine legislature to determine what policy should be adopted with regard to them."

Colonel Thompson's criticisms of the "military atmosphere" of the Wood administration will probably be resented by the Governor-General, predicts Clinton W. Gilbert of the New York *Evening Post*, and may even bring him to offer his resignation. "Without saying so in so many words," Colonel Thompson, we read in the Washington *News*, "makes it plain that Governor-General Wood's usefulness out there is ended, and that until the deadlock which now exists between him and the Philippine legislature is removed, the islands will continue in a condition of 'turmoil and uncertainty.'" W. W. Jermane of the Seattle *Times* is convinced that despite General Wood's "great ability and unswerving devotion to duty," his "administration has not been a success." Continues this Washington correspondent:

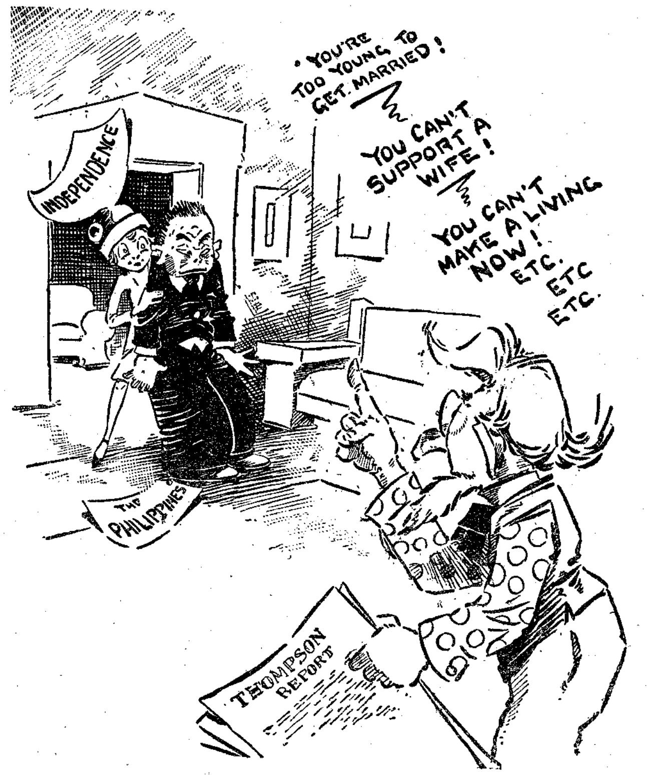


GETTING WISE

—Harper in the Birmingham *Age-Herald*.

"A man with more tact and fewer rough corners would have gone further and produced better results. While his general policy has created strong opposition in the islands, much more opposition has grown out of the way in which he has sought to carry that policy out. Something must—and will—be allowed for the fact that his health has failed visibly in recent years.

"It is safe to say that a successor of the Carmi Thompson or the W. Cameron Forbes type would bring peace to the islands and a degree of willing cooperation between them and the Washington Government that have been lacking for a long time."


YOU'RE TOO YOUNG TO GET MARRIED!
YOU CAN'T SUPPORT A WIFE!
YOU CAN'T MAKE A LIVING NOW! ETC. ETC. ETC.
INDEPENDENCE
THE PHILIPPINES
THOMPSON REPORT

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FLAMING YOUTH VS. STAID OLD AGE AGAIN

—Hanny in the Philadelphia *Inquirer*.

Whatever else we do about the Philippines, declares the St. Louis *Post-Dispatch*, "we should at least remove the military autocrat who is now Governor-General and replace him with the sympathetic civil official, whose aids also would be drawn from civil life."

But the New York *Evening Post* declares "Wood should stay":

"To our mind Wood is the best man for the Governorship. He is statesman rather than soldier. We need him in Manila as long as he will stay. Neither slight nor political intrigue should drive him from his job."

The Minneapolis *Tribune* is even inclined to think that "there must continue to be a strong military flavor in the administration of the Philippines; American power must be visualized so long as there is American supervision."

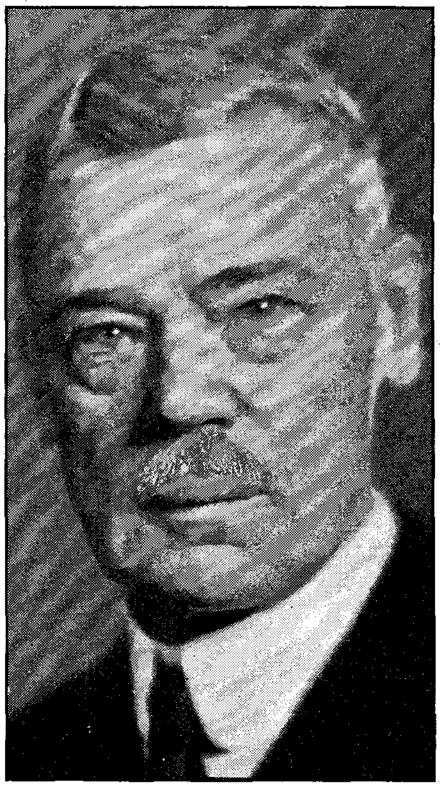
The weakness of the Thompson report, in the opinion of the New York *World*, lies in the vagueness of the hope it holds out for eventual Philippine independence. *The World* thinks that the very least that Congress can do is to name a definite date when the Philippine people may determine their own destiny for themselves.

On the other hand, the Kansas City *Star* declares that "the sooner it is accepted in this country and the Philippines, that the islands will be subject to indefinite American sovereignty, the better." And the Cleveland *Plain Dealer* remarks that:

"It might be well for consistency's sake were some one with authority at Washington to tell the world definitely that America has no intention of granting independence to the Filipinos."

PENNSYLVANIA'S "WHITE MEAT"

THE MAJOR DISPUTE of this session of Congress between the Senate and the President is said to be the contest over the latter's nomination of Cyrus E. Woods to the Interstate Commerce Commission, and Washington correspondents predict as hot a fight as those waged over the Warren and Woodlock appointments. Its importance is seen in the decision of the Senate to have committee hearings before action on the nomination. Mr. Woods hails from Pennsylvania, and this fact seems to be at the bottom of the opposition to his nomination, and also to be largely responsible for his selection. Noting that the appointment was made to please Senator Reed of Pennsylvania, the Chicago *Tribune*—with recent holiday feasts apparently in mind—converses plaintively about the way "Pennsylvania eats white meat" while out in Illinois "we are always being served with a tender section of neck" in the matter of Federal appointments. And another Mid-Western paper, the Omaha *World-Herald*, declares that *The Tribune* speaks "for the entire landlocked interior of the United States." Pennsylvania, says the Richmond *Times-Dispatch*, "has too much recognition; its recent primary scandal has brought it all kinds of recognition." Yes, agrees the Syracuse *Herald*, "the President would have had easier sailing if he had selected his new Interstate Commerce Commissioner from some other quarter than the inner circle of Keystone Republican politics." Some of the Senators from States other than Pennsylvania may be hurt at the appointment, but it would be silly for them to be surprized, writes Frank R. Kent from Washington to the Baltimore *Sun*, pointing out that "back of Senator Reed is Mr. Mellon, and that with him is now Mr. Vare, and that back of all three are the seventy-six votes of Pennsylvania in the next Republican national convention." In Pennsylvania, however, the Woods nomination is received with enthusiasm by papers of both parties.



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A CAUSE OF STRIFE

Cyrus E. Woods, former Ambassador to Japan, whose appointment to the Interstate Commerce Commission is being held up and may cause another tilt between President and Senate.

Mr. Woods, who has been Ambassador to Spain and to Japan, and who is a retired lawyer of high standing, is opposed by certain Senators, according to Norman W. Baxter of the Washington *Post*, because they think that:

> "The President is seeking by his appointive power to influence the decisions of quasi-judicial bodies set up under the authority of Congress. They charge in naming Woods to replace Frederick I. Cox, of New Jersey, he has been guided by a desire to change the entire character of the body charged with railroad control, since the Commission as now constituted almost is evenly divided on many matters of policy, and the shift from a man of Cox's ideas on rate matters to Woods will tend to reverse the general attitude of the Commission. Some Senators believe and say the appointment of Woods is part of an agreement between the Administration and Senator David A. Reed, of Pennsylvania, that he would be given his choice in the next vacancy on the Interstate Commerce Commission in return for abandoning his opposition to the appointment of Thomas F. Woodlock, most recent appointee to the rate-making body. The selection of Woods is fought by Senators from the coal States of West Virginia and Kentucky on the ground that Woods's connection with Pennsylvania coal interests makes him unfit for service on a body so largely concerned with railroads and coal.
>
> "There is, in addition, some criticism due to the fact Woods was the titular manager, if nothing else, of the campaign of Senator George Wharton Pepper and Governor Fisher in the Pennsylvania primary. Friends of Woods insist he was engaged in a work of harmonizing the various political elements in the Republican party in Pennsylvania and not in touch with the expenditures made in behalf of Pepper and Fisher."

There has also, we read in a Washington dispatch to the Philadelphia *Record*, "been some feeling that Commissioner Cox should be reappointed because of his experience."

In Pennsylvania the State's claim to a place on the Interstate Commerce Commission is held by the Philadelphia *Public Ledger* (Ind.) to be a valid one, not on mere geographical grounds,

> "But because of the large part which its industries and its transportation interests play in the work of the Commission. This State owns a vital concern in the right adjustment of the soft-coal freight differentials, and in other questions that directly affect the prosperity of Pennsylvania and right of its industries to just regulation and equitable opportunities."

The Philadelphia *Bulletin* (Rep.) adds that "Pennsylvania has tested the capacity of Cyrus E. Woods for public service." "Without granting that this was the aim of the selection," the Philadelphia *Record* (Dem.) "can see no reason why Pennsylvania, which has a considerably larger population than all New England, should not have representation in the Interstate Commerce Commission as well as other parts of the country." "Despite Mr. Woods's politics" his selection strikes this Democratic daily "as being wholly commendable, for it will bring to the Commission just the kind of ability that it needs."

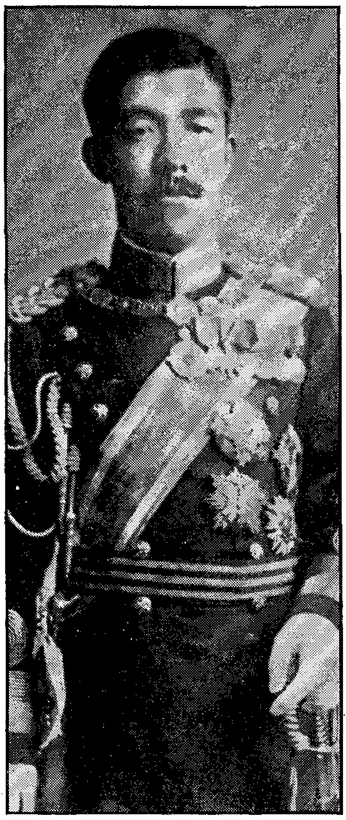
In Pittsburgh, near which Mr. Woods lives and where he was for years actively engaged in legal practise, *The Chronicle Telegraph* (Rep.) declares that by confirming his nomination "the Senate will not only render long-delayed justice to the people of Pennsylvania, but will strengthen one of the most important branches of the Government." A Democratic Pittsburgh daily, *The Sun*, declares that Pennsylvanians and Senator Reed may well be gratified that the President has recognized the justice of the Senator's stand, and "has recognized the position of Pennsylvania."

But three positive objections to the appointment are stated by the New York *World*:

> "1. It recognizes the vicious principle that geography should be considered in naming Federal Commissioners and that sections and States should be balanced against each other.
>
> "2. Mr. Woods was for some years general counsel for the Pittsburgh Coal Company. This is one of the complainants in the long-standing case relating to freight differentials on lake-cargo coal as between the mines of Pennsylvania and southern Ohio on the one side, and the mines of Kentucky and West Virginia on the other. The rate case vitally affects two sections. The Commission is supposed to be closely divided, and Mr. Woods's vote might be decisive.
>
> "3. Mr. Woods was manager of the $1,804,000 Pepper-Fisher primary campaign, with its record of practises in Pittsburgh and elsewhere which shocked the country."

THE LAST OF THE OLD MIKADOS

THE EMPEROR YOSHIHITO of Japan, who died on December 25, may go down in history as the last of the Mikados of his kind, observes the Albany *News*, for his successor is of the modern type. World affairs will be little affected by the death of the Emperor, it is said, for he has been an invalid for several years, and the affairs of State have been administered by his eldest son, Crown Prince Hirohito. The accession of the son to the throne, observes the Pittsburgh *Gazette Times*, "gives assurance that the enlightened policies which have been maintained under the regency—and which were a heritage from Yoshihito—will be continued."



Keystone View Company photograph

THE OLD ORDER IN JAPAN

Yoshihito, Emperor of Japan between 1912 and 1921, and last of the old order of Mikados, whose death occurred December 25.

The late Emperor, who spoke English, French, and German fluently and was the 123d of his line, has been an invalid virtually ever since 1915, three years after his accession to the throne, we are told. His last illness developed from bronchitis into pneumonia, Tokyo dispatches say, and death came when he was but forty-seven years of age. According to a Baltimore *Sun* article:

"Yoshihito, the 123d sovereign of the most ancient dynasty in the world, was the third son of the Emperor Mutsuhito, whose lot it was to induct Japan into the new era of Meiji, or modern enlightenment. He was the first Japanese imperial prince to be educated under the modern system and in a common school. It was largely because of this that he grew up to be a man of democratic tastes and ideas.

"His father died just after midnight on July 30, 1912. Fifteen minutes later Yoshihito was invested with the imperial regalia. Less than a year after his accession the Emperor was stricken with pneumonia, and his life was despaired of, but he rallied, made a complete recovery, and thereafter was apparently stronger than ever before.

"His oldest child, Hirohito, was born at Tokyo on April 28, 1901; was proclaimed heir apparent in 1912, immediately upon his father's accession to the throne, and was installed formally as Prince Imperial on November 3, 1916.

"On November 24, 1921, Prince Hirohito became regent of Japan. It then had become generally known that the Emperor was suffering from a complication of diseases which had undermined him mentally and virtually incapacitated him for the regal responsibilities. Since that time the Emperor had been almost continually ill. Late in 1925 he suffered an attack of cerebral anemia, and on May 11 of this year had another attack."

The passing of the Emperor Yoshihito, writes Yoshio Nitobe in the Baltimore *Sun*, "marks the close of one era of our history and the opening of a new one." This writer, who is now on the staff of *The Japan Mail*, and was educated at Haverford College, then goes on to explain:

"In Japan it is believed that the soul of the departed one hovers near the home for forty-nine days before leaving. Therefore, it may be assumed that the funeral of the late Emperor will take place some time near the forty-ninth day, incidentally giving time for the elaborate preparations. The period of court mourning, however, will last for one year from the time of death. The embassies and legations of foreign Powers will also go into mourning for periods varying from one week to twenty-one days, depending upon the usages of the various countries represented.

"At the imperial palace in Tokyo the coffin will lie in state, as did the body of the Emperor Meiji, in a large inner chamber hung on three sides with white silk and in front hangings of green and white silk. On the right of the coffin will be placed the imperial sword and on the left the mirror and the jewel, the three sacred treasures, symbolizing the imperial authority. On the day when the coffin is thus placed in state there will be a ceremony attended by the imperial family and high officials. Ritualists in ancient garb will first approach and light the pure white paper lanterns and place sacrifices and offerings before the dead. Then the chief ritualist will approach and pray for the departed. Throughout the ceremony court musicians will play on the many-reeded 'sho,' that ancient Japanese flute, which will fill the room with its plaintive and weird notes, now shrill, now low. Then the Emperor with his escort, the Empress with her retinue, and the Empress Dowager with her court each in turn will offer up prayers for the dead. These imperial personages retiring, the assembled dignitaries will in turn offer payers."

International Newsreel photograph

THE NEW ORDER IN JAPAN

Hirohito, eldest son of the late Emperor, and Regent since 1921, who plays tennis and golf, and has toured the world.

Daily, thereafter, ritualists will perform ceremonies, we are told, with special rites on the twentieth, thirtieth, and fortieth day after death. And on the day of the funeral—

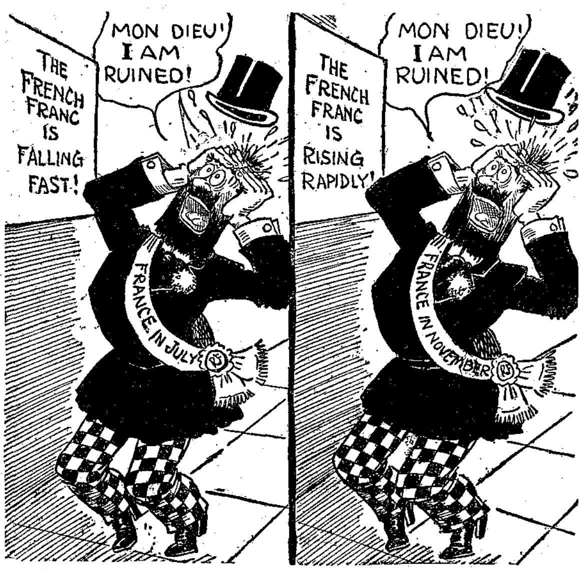
"The route of the procession will be lined with soldiers and sailors two deep, and behind them the populace bareheaded and with bowed heads. First will come the police and guards of honor of soldiers and sailors, followed by grand funeral commissioners with their attendants and secretaries. The commissioners will be followed by gong-bearers, drum-bearers, banner-bearers, quiver-bearers, bow-bearers, halberd-bearers to the number of hundreds, followed by commissioners and ritualists, before whom will be borne chests of arrows and bows. Hundreds of attendants in old costumes, bearing torches, will light the procession along its entire length.

"All participants in the funeral will be on foot, so that none may be placed above the Emperor and also since before their sovereign all subjects are equal and one. Then will come thousands of high officials. These servants of the State will be in their foreign court uniform of gold braid, with plumed hats, and will wear their decorations, the symbols of their faithful service."

Thus Japan's 123d Emperor will pass into history. What of his successor? Hirohito is twenty-five years old, received a military and diplomatic education, plays tennis and golf, and has stood less apart from the common people than his late father. The Japanese know him better than any of his predecessors. According to the Washington *Star*, "he is progressive, peacefully inclined, and fully aware of the obligations of Japan as a member of the modern family of nations." And, points out the Brooklyn *Eagle*, "while the regency placed certain restrictions upon Hirohito, sovereignty leaves him free."

FRANCE TO HAVE A FOUR-CENT FRANC

At last "the color is returning to Marianne's cheeks," observes one of our editors who has been watching France's recent financial improvement, which was emphasized just before Christmas by the passing of the Poincaré budget, record breaking in many ways, and by the virtual stabilization of the franc. "France still has a long way to travel before achieving complete financial rehabilitation, but the progress of the past six months is encouraging," is the way the New York *World* sums it all up. The pegging of the franc at just under four cents was one of the results of Premier Poincaré's successful fiscal program, and it followed very close upon the ratification of the 1927 budget. This was the first time in the memory of most living Frenchmen that a French Government was able to get a budget passed before Christmas. And as the Louisville *Courier-Journal* notes, "it was the first time since the World War that a French governmental budget had been balanced and accepted by both Houses."


MON DIEU! I AM RUINED!
THE FRENCH FRANC IS FALLING FAST!
FRANCE IN JULY
MON DIEU! I AM RUINED!
THE FRENCH FRANC IS RISING RAPIDLY!
FRANCE IN NOVEMBER

IT GETS HIM GOING AND COMING!

—Gale in the Los Angeles *Times.*

Premier Poincaré has, we are reminded, done much toward putting France on a business basis by reducing the military and civil personnel of the Government, improving the trade balance, and reducing living costs. But, as the New York *Evening Post* remarks, "no nation can put its house in order when its currency is hiding in the cellar one minute and turning handsprings on the roof the next." Edwin L. James wrote from Paris to the New York *Times* a few days before Christmas:

> "Five short months ago the whole nation was frightened with the thought that the franc would follow the mark and that many billions of invested government securities would sink to zero. Now the shoe is on the other foot and the rise of the franc, coupled with a paradoxical rise in prices, has curtailed French business to an extent which is rapidly crippling industry."

The franc, which is normally worth 19.3 cents, was worth only a tenth of that one day last July. Since then it has been coming back—rapidly of recent weeks. On December 24 it was announced in Paris that the Bank of France would buy and sell any amount of pounds and dollars at the rate of 25-and-a-fraction francs to a dollar (about four cents for a franc) and 122 francs and a fraction to the pound. The Associated Press representative heard intimations in official circles in Paris that "this decision of the Government would amount to a virtual stabilization of the franc within narrow limits." Sisley Huddleston, writing to *The Christian Science Monitor* from Paris, surmises that if this experiment succeeds "legal stabilization will follow shortly."

The French Government is more afraid of the franc's going higher than of its going lower, in the opinion of the Brooklyn *Eagle.* Deflation is just as disturbing as inflation, explains the Indianapolis *News:*

> "Inflation, continued indefinitely, makes money worthless. For a time it promotes industrial activity in a feverish manner. People spend their money to-day because they realize that continued inflation will reduce its exchange value to-morrow.
>
> "As the value of money drops when inflation rules, so it rises when deflation is practised. If it increases too rapidly, people put off buying. They reason that they can get the desired commodity for less money, in this case francs, if they wait only a short time. That attitude disorganizes industry, interrupts regular production schedules, and by limiting normal consumption, limits the number of workers required until stability again exists."

THE BLUE LAWS' SECOND BLOOMING

New Jersey's blue laws, invoked intermittently since 1798, are under heavy fire. The scene of the first outbreak was at Irvington, a city of 48,000 near Newark, where the motion-picture-theater owners clashed with the clergy recently, invoking the "Vice and Immorality Law" of 1854. The theaters of Irvington had always remained closed on Sunday until about three months ago, when two of them undertook to remain open. The clergy promptly resurrected the old law to keep them closed. The theater owners, upon the advice of their counsel, thereupon decided to show the good people of their city what could be done if the provisions of the 1854 statute were fully enforced. Under a strict interpretation of the law, they found, no trolley-car or omnibus could ply, even to take people to church. No druggist could fill prescriptions, unless vitally necessary. No ferry-boat could cross the Hudson River. Not more than one train could cross the State from New York to Philadelphia! In short, points out the New York *World,* "a whole series of acts without which life as it is lived to-day would be impossible, are forbidden by law in the State of New Jersey." As the New Haven *Journal-Courier* informs us:

> "It is the purpose of the law to forbid gainful occupations on Sunday and to confine the indulgences of the day to rest and devotion. So long as it is the law, it must be obeyed. It is inconsistent and antisocial to pick and choose between the laws which are to be enforced, just as they charge it is inconsistent and antisocial for citizens to pick and choose between the laws they will obey."

The clause of the 1854 law under which the motion-picture houses were closed and ninety-eight Irvington violators arrested on Sunday, December 12, reads as follows, according to the Baltimore *Evening Sun:*

> "That no traveling, worldly employment or business, ordinary or servile labor or work either upon land or sea (work of necessity or charity excepted), nor shooting, fishing, sporting, hunting, gunning, racing or frequenting of tippling houses, or any interludes or plays, dancing, singing, fiddling or other music for the sake of merriment, nor any playing at football, fives, nine pins, bowls, long bullets or quoits, nor any other kind of playing, sports, pastimes or diversions, shall be done, performed, used or practised by any person or persons within this State on the Christian Sabbath or first day of the week, commonly called 'Sunday.'"

Some of the victims, says a United Press dispatch, criticized the campaign as spite work on the part of the movie men, but others joined in the crusade in the hope that the matter would eventually be carried to the point where the public will demand a revision of the law. The reason advanced for the change, explains the Buffalo *Courier,* is that it is "not in accord with modern customs or the spirit of the day. The objection is that modification is demanded by those who would commercialize Sunday."

"The only thing to do with laws such as the New Jersey 'blue laws' is to repeal them," maintains the Providence *News.* In the opinion of the Montgomery *Advertiser*—

> "This law should be repealed or changed. Certain activities that it prohibits are necessary under conditions that prevail to-day. If it were strictly enforced, it would not only cripple New Jersey, but would affect other States. Obviously, it can not be enforced. Then why should it not be repealed or changed?"

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

Another of the world's grueling tasks is dieting.—*Wall Street Journal.*

Political differences are not as dangerous as political indifferences.—*El Paso Herald.*

The most astonishing thing about evolution is the long way it has yet to go.—*Publishers' Syndicate.*

We need fear nobody now; Panama agrees to support us if we get into a war.—*Philadelphia Record.*

Hopeful thought after Christmas. All things are transient, even drums.—*Fort Worth Star-Telegram.*

Civilization is just a slow process of creating more needs to supply.—*Roanoke World-News.*

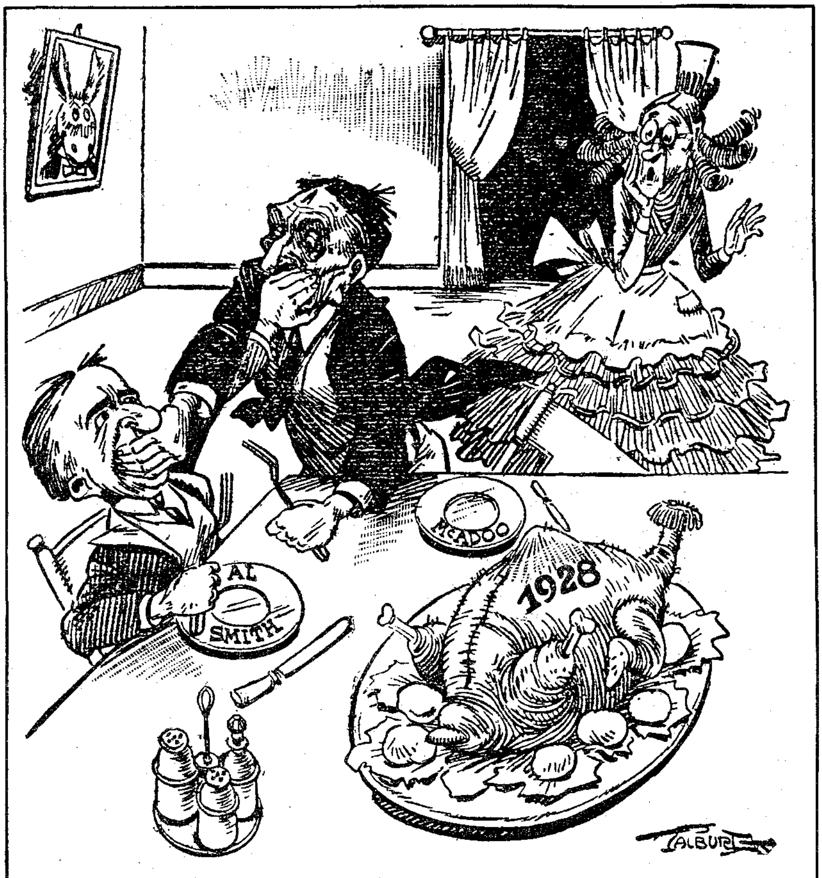
What Congress may have in mind is relief for grandchildren of the present farmer.—*Portland Oregonian.*

No doubt the Dominion Premier meant well who said that English cars only need pushing to be a success.—*Punch.*

The Navy is developing new types of folding airplanes. Too many of the ones we have had have folded, but at the wrong time.—*New York Evening Post.*

A writer says that the modern woman doesn't want a man who can satisfy her smallest wish. No, what she wants is one who can attend to the larger ones.—*Punch.*

"And God was good to me every day," concludes the poem by John D. Rockefeller, Sr., printed in *The American Magazine.* The psalmist said it better: "Thou anointest my head with oil; my cup runneth over."—*Chicago Daily News.*



STARVING EACH OTHER TO DEATH

—Talburt in the Washington *News.*

As bad as the general situation is for agricultural producers, there is hope for relief for them a long, long time before the consumers get it.—*Houston Post-Dispatch.*

Following the revelations of death through poisoned liquor comes the news of two killed and one hurt by a waterspout. Apparently nothing is safe.—*Chatham News.*

Government paper money is to be made twice as tough in the near future, says news dispatch. Well, anyway, just so they don't make it twice as tough to get.—*Arizona Record.*

It is said that the devil finds work for idle hands to do, but in the case of the lame ducks this responsibility will probably devolve upon President Coolidge.—*Norfolk Virginian-Pilot.*

It is all right to have a big celebration of the 150th birthday anniversary of Los Angeles, but if anybody tries to call it the sesquicentennial, shoot him on the spot.—*Los Angeles Times.*

A movement is on in Pennsylvania to have the legislature adopt a State flower. Some variety of grafted plum should be appropriate in that Commonwealth.—*Louisville Courier-Journal.*

A writer remarks that in some ways the modern man is very similar to the primitive man. If his women-folk talk too much he goes to his club, while his ancestor just reached for it.—*Punch.*

Calles would doubtless like to see this country Cal-less.—*El Paso Herald.*

The hardy pioneers didn't get hardy by howling for relief.—*Wooster Daily Record.*

Mussolini taxes unmarried men; here only their ingenuity is taxed.—*Wheeling Intelligencer.*

Smith and Vare seem to have bought their tickets from speculators.—*Cincinnati Enquirer.*

Before a candidate can throw his hat into the ring nowadays he has to pass it.—*Virginian-Pilot.*

About the only thing a man needs to become political timber is the ability to plank down.—*El Paso Herald.*

Hard times are those in which the people pay off the bonds they voted to issue in good times.—*Memphis News-Scimitar.*

If a young man is hunting for a wife, petting parties are very useful for purposes of elimination.—*Washington Post.*

The man who says there are no new jokes probably hasn't read the 12,000 bills now before Congress.—*Richmond News-Leader.*

"None of my appointments ever have been refused," proudly declares Governor Small. That is one of the troubles with this State, Governor.—*Chicago Evening Post.*

For the purpose of relieving the cotton situation, plans have been made in Memphis to organize the "Knights of Cotton." Nighties of cotton would help, too.—*Arkansas Gazette.*

In pioneer times Grandma may have gone out at 5 A. M. in zero weather to pour a kettle of hot water on the pump, but she never drove to town in chiffon hose.—*Detroit News.*

British farmers have found that the milk output may be increased by the use of artificial light, *The Herald* says. It also has a marked effect upon the crop of wild oats.—*El Paso Herald.*

The Government will take no more chances on the removal of wine from warehouses for conversion into vinegar. It seems practically impossible to turn some wine into vinegar.—*Arizona Record.*

A preacher in Memphis says hell is 25,000 miles in circumference. Wonder whether there's anything significant in the fact that the earth is also 25,000 miles in circumference.—*Arkansas Gazette.*

Bishop Freeman of Washington remarks that the age in which we live is "going nowhere at sixty miles an hour." The clergy is not always so euphemistic regarding our destination, however.—*New York Times.*

The intestinal tract is now getting the blame in progressive medical circles for a good many things that used to be ascribed to the teeth or the tonsils, but we have decided, come what may, not to have ours removed, such as it is.—*Ohio State Journal.*

FOREIGN - COMMENT

THE "BRITISH AND JAPANESE ROBBERS" ARE DENOUNCED ON THESE BANNERS OF PEKING HIGH-SCHOOL STUDENTS

RUSSIAN VIEWS OF CANTONESE SUCCESSES

THE ENORMOUS TERRITORY of Central China, with its population of 200,000,000, is under the control of the South China Government of Canton, according to repeated press reports, which contrast this condition with the fact that only a few months ago Canton authority was confined to a small area of territory in the vicinity of that city. The press of England, France and the United States are alive with comment on the growing progress of Canton toward becoming the dominant factor in China, especially as Soviet Russia is the next-door neighbor of China. At the same time the new British policy of conciliation toward China and the Government's desire to take the initiative in inducing the Treaty Powers to adopt a new friendly attitude toward that country attract wide attention. London press dispatches inform us that on December 18 the British Chargé d'Affaires at Peking communicated to the representatives of the Washington Treaty Powers a memorandum bearing on the relations between China and the Powers. The memorandum is described as being "notable for its frank recognition of changed conditions in China and the rise of a strong nationalist movement, and it emphasizes the importance of the Powers meeting the movement." The main proposals of the note according to these dispatches are:

> "No foreign control of an unwilling country; readiness to negotiate revision of the treaties; immediate levy of the Washington surtaxes for the benefit of China; and amendment of the extraterritorial system."

As summarized in these dispatches the British note declares on the subject of the growth of the nationalist movement in China, that "any failure to meet this movement with sympathy and understanding would not respond to the real intentions of the Powers toward China," and we read further:

> "The British Government proposes that the Powers declare their readiness to negotiate on treaty revision and all other outstanding questions as soon as the Chinese have constituted a Government with power to negotiate.
>
> "The note urges that the Powers should declare their readiness to acknowledge China's right to tariff autonomy as soon as she herself has promulgated a new national tariff, and 'should expressly disclaim any intention of forcing foreign control upon an unwilling China.'
>
> "It declares further that the Powers 'should modify their traditional attitude of rigid insistence on the strict letter of treaty rights, and should agree to immediate and unconditional grant of the Washington surtaxes.'
>
> "His Majesty's Government, the note continues, holds that 'for the Powers to unite in an attempt to impose control upon an unwilling China would be entirely opposed to the spirit of the Washington treaties.'"

Some see in Britain's change of stand toward China a move to stem Soviet Russia's influence with the Cantonese. What the Russian press think, both Bolshevik and anti-Bolshevik, is recorded in the following paragraphs. Anti-Bolshevik Russian newspapers claim that the Canton Government, under the domination of the Nationalist Revolutionary Chinese party of Kuomintang, is "an essentially pro-Bolshevik Government." They tell us also that much has been written on large financial subsidies sent from Moscow to Canton, on the part played by Soviet generals and military experts on the staff of the Cantonese Commander-in-Chief, Chiang Kai-shek, and on the antiforeign propaganda spread by agents of the Communist International in South China, with the assistance of Cantonese authorities.

The victories of the Cantonese Armies, according to these anti-Bolshevik Russian editors, have resulted in an even closer friendship between Moscow and Canton, for, according to press dispatches from Moscow, an unofficial but not secret agreement between the Russian Communist party and the Kuomintang was reached at a recent conference of the Third International. The Chinese Communist party, which forms a part of the Kuomintang, it is related in these dispatches, will become the bond of union between the Kuomintang and the Russian Communist party. In other words, as anti-Bolshevik Russian newspapers see it, henceforth Chinese Communists will officially represent Moscow in the Kuomintang's committees and, of course, in the Cantonese Government. Commenting on these dispatches the Mukden correspondent of the anti-Bolshevik *Rul*, a liberal Russian daily of Berlin, observes:

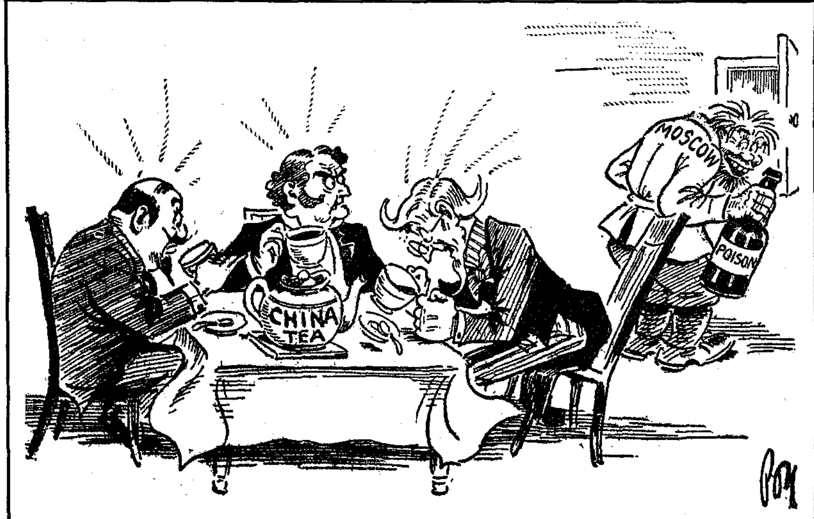
> "In recent months the Bolshevik influence in China has become much stronger than ever. In this city it is a secret to none that the activities of the Cantonese Armies are directed by the Secret Strategical Commission which was organized by the Military Revolutionary Council of Moscow in 1924. It is rumored that this commission gave a good deal of attention to affairs in Morocco and Syria, but that its chief problem is reported to be the affairs of China. It has its representatives both in the Cantonese Armies and on the staff of the so-called Christian General Feng Yu-hsiang."

General Feng is charged by this Mukden correspondent as being "a loyal member of the Communist party, who not long ago visited Moscow at the invitation of the Soviet Government." This informant goes on to say that the successes of the Cantonese Armies have caused the anti-Bolshevik war-lords of China to rally round Marshal Chang Tso-lin, the ruler of Manchuria, and he adds:

> "At Mukden, one of Chang Tso-lin's strongholds, feverish activity is to be observed. Factories for war matériel are going day and night, and much attention is being given to propaganda. The British adviser of the Marshal, Captain Sotten, who has the rank of General in Chang Tso-lin's Army, and who is the director of a shell factory, published an article in Harbin in which he made a strong appeal for the organization of 'foreign settlements, the inhabitants of foreign concessions, and foreign enterprises,' declaring that 'they must all become the promoters of propaganda in their respective regions.' He added that 'the danger is so great that no time should be lost; energetic measures must be taken at once.'"

Editorially the *Rul* believes that, altho at present friendly with the Russian Bolsheviks, the bulk of the Kuomintang is rather nationalist than internationalist, and that it will accept the help of Moscow only so long as it is needed. This newspaper continues:

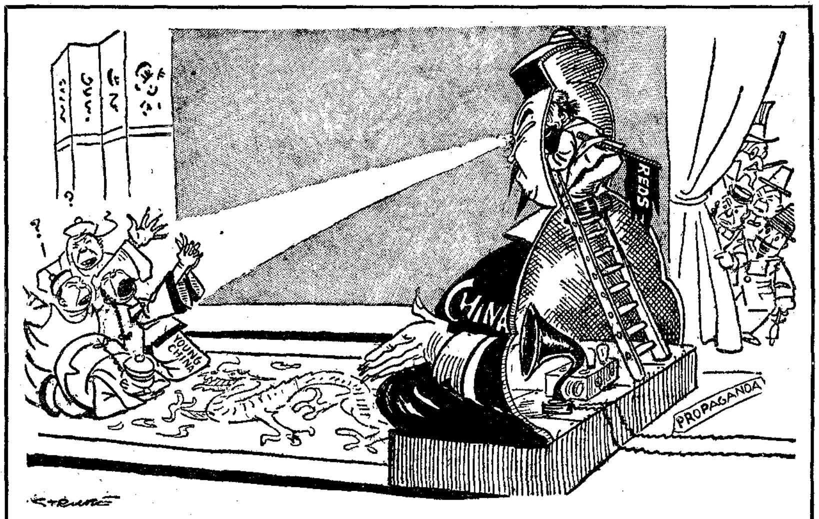
> "The activities of the Russian Communists in China are involuntarily platonic. Moscow spends enormous sums in China, not to promote its own cause, but merely to wreck that of England and to contribute to the destruction of Europe. In North China the Soviet campaign has failed; but in South China the Cantonese disciples of Moscow may win a definite victory. What will the Soviet Union gain if this should happen? How will the enormous financial sacrifices made for such a victory be compensated? Suppose a Kuomintang Government were established over the whole of South China. Suppose that British merchants, as well as other foreign merchants, were to suffer terrible losses. What would all this yield the Soviets? If such things were to happen, it would become evident that Moscow had aspired in vain to be the ruler of China; it will become evident that what Moscow has actually achieved is to have made itself a servant."



BEEN TAMPERED WITH!

—*The Evening News* (London).

In the Nationalist Russian organ *Vozrozhdiendie* (Paris), Mrs. A. Tyrkova, a distinguished contributor to this newspaper, gives it as her opinion that the Kuomintang is not so very far removed from the Communist party as far as principles are concerned. Relating a talk she had with a noted member of the Kuomintang, Dr. Hu, who is now lecturing in Europe, she tells us:



THE "RED" EYE OF THE LITTLE YELLOW GOD

—*The Daily Express* (London).

> "He declares frankly that the essence of the Chinese Kuomintang movement lies in the Bolshevik principle, in a strong, well-organized minority, which, he believes, will be able to subject the masses to its lead. China's revolutionary democracy was powerless until it learned the fundamental rule of Bolshevik tactics—namely, that in order to assume the commanding position in a revolutionary movement, the party must be disciplined and organized like an army.
>
> "The words of Dr. Hu are permeated with a cold and scornful contempt for all that which, through thousands of years, formed the very core of China's culture—family, tradition, religion. All this must be destroyed, annihilated. Religion he hates and despises especially."

Uttering themselves with due caution, the Soviet press, nevertheless, do not deny that the Cantonese are spiritually akin to the Bolshevik Russians, and these journals assert that the Cantonese are "the main hope of the world revolution in Asia." The new President of the Third or Communist International, Nicholas Bukharin, is cited by the Moscow *Izviestia* as having declared that:

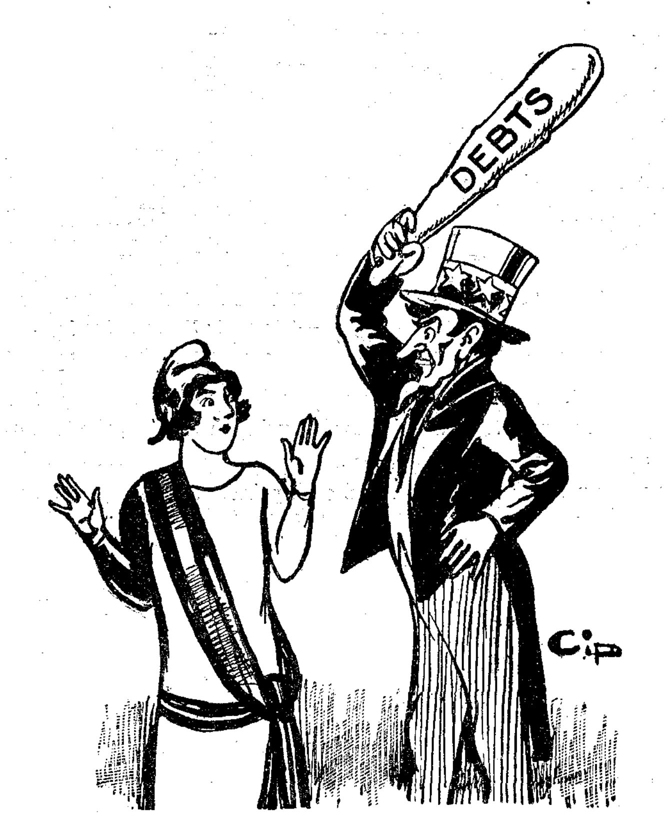
> "There are two big holes in the capitalist world. One is England, the other China. The world revolution marches in three columns: in the East it is being carried on by hundreds of millions of the Chinese people; in the West it finds gallant promoters among the British miners; in Soviet Russia it is being forwarded by our progressive struggle against capitalist economics."

Soviet Russia is "the guiding light that leads the Chinese masses," according to the *Izviestia*, which goes on to say:

> "Not only the great masses of the Chinese population, but even the groups hostile to the Kuomintang, begin more and more to realize that the final hour of the Chinese militarists is nigh. That is why they are crystallizing all over the country new centers of military effort for the consolidation of the State and for the abolition of imperialist rule. Tho it is everywhere essentially the same, the Kuomintang movement assumes different shapes in different sections of the country."

FRANCE'S VAST POST-WAR PROGRESS

FRANCE'S VAST ADVANCE along the lines of industry since the war has been one factor of her recovery not so much noted as her troubles with the franc and her war debts. As a consequence of the recent developments in the bases of her industrial fabric, we are told, she now approaches more closely—and in some branches she has, indeed, already quite reached—the level of production of the other two principal industrial and exporting nations in Europe, namely Great Britain and Germany. The post-war economic development of France and the manner in which she has improved her position relatively to the other industrial and exporting nations of Europe were very strikingly revealed in a lecture before the Manchester Statistical Society given by Mr. J. R. Cahill, of the British Embassy in Paris. As reported in the Manchester *Guardian*, Mr. Cahill emphasized the great importance of the return of Alsace-Lorraine to France, and among other principal constituents in the growth of French productive power during the last few years he cited the great engineering advances made during the war itself, and the reequipment of a large range of industries which was made possible by the reconstruction of the devastated areas. We read further:



A FRENCH JAB AT AMERICAN INSISTENCE

UNCLE SAM (to France): "Your money—and your life!"

—*La Croix* (Paris).

"Recalling some of the more salient factors which have permanently altered France's economic structure and enhanced her power, Mr. Cahill began by pointing out that the recovery of Alsace-Lorraine has not only added 4 per cent. to France's population, but doubled her ore capacity and filled an immense gap by bringing in valuable potash mines, with an output last year of 1.9 million tons. In addition to a number of other industries it has brought to French cotton-spinning with its 1,900,000 spindles an increase of one-quarter, besides 40,000 looms to cotton-weaving; with its 160 cotton-printing machines it has more than doubled French printing strength, while to different sections of the woolen and worsted trades it has meant increases of 20 per cent.

"In man-power, tho the population has slightly fallen between 1911 and 1921, there has been an increase of 1.25 millions at the census of 1926, and for the last four or five years immigrants have been coming in large numbers. At the last census the foreign population was found to have been doubled (from one and a half to nearly three millions), and the stream has not yet abated. At the present time Italians head the list with nearly 900,000, Belgians and Spaniards are each over 500,000, and Poles, 400,000. Of British nationals there are less than 90,000 In the meantime, so far as motive power is concerned, France has remedied to a great extent one of her historic weaknesses—the weakness in coal. This has been reduced in several ways—by increased coal output, by increased electric power, and by greater use of liquid fuels. Since 1913 France's coal production has grown 25 per cent., and her metallurgical coke by over 60 per cent., while she has also control of the Saar contribution until 1935."

The wholesale transformations that have occurred throughout French industry as regards manufacturing capacity, Mr. Cahill is quoted as saying, may be illustrated by noting that Alsace-Lorraine brought within the French fold the great textile works in the Mulhouse and Colmar regions, great engineering works at Belfort and elsewhere, and the vast metallurgical works in Lorraine. The complete reconstruction of the devastated regions, he added, has led to the reequipment of the woolen, cotton, and linen industries, and of the mining, metallurgical, engineering, glass and miscellaneous industries in what was and is the greatest of the three industrial zones in France. *The Guardian* quotes Mr. Cahill further as follows:

"New and larger scale factories have generally replaced the old, and the machinery, general equipment, and lay-out are of the latest style. The forced migration of industries from the war areas caused the extension of similar industries, or their first establishment, in other areas; the needs of war caused the erection of great engineering works equipped with modern machinery for standardized production. These developments may be witnessed not only in the Paris area, but also in and near Lyons, St. Etienne, Le Creusot, Caen, St. Nazaire, Nevers, Bordeaux, Limoges, Grenoble, Clermont-Ferrand, and other places.

"One of the most striking cases of transformation is that of the coal-mines. Not only have the general plant, coal-getting equipment, and power stations been immensely improved, or created, in the most modern style, but provision has been made not only for the efficient recovery of all kinds of by-products such as benzol, sulfate of ammonia, gas, and also for gas and electricity production and distribution.

"Another case is the metallurgical and the steel trade; two-thirds of the French steel and steel products were made in metallurgical works that came under enemy fire; thus eighteen large works with eighty-six blast furnaces were wrecked. They have been completely reconstructed, reequipped, reorganized In engineering vast advance in capacity has occurred, partly as a war development. . . . In the great and ever-growing electrical industries the few dominating concerns which own numerous factories and control many others have built many very modern factories for specialized production. In the aluminum industry, over 90 per cent. of whose production is under single control, several modern works have been erected. In the building materials trade great progress has been made. . . .

"The two principal firms in the chemical industries each own over twenty separate works, of which the principal have been built since the war. Before the war, six of the ten dyestuffs factories in France were German-owned, and three were obliged to obtain their intermediates from foreign sources, and the tenth was the only one producing certain intermediates; about 5 per cent. of the French consumption was, in fact, of national origin—over 85 per cent. of the French requirements is now made in France, who is also an exporter. The dominant concern possesses two new works of the most modern kind of intermediates, besides three other important factories."

The tourist industry of France was described by Mr. Cahill as "one of the most remunerative, if not the most remunerative, of all the national industries." The National Touring Office, created by law in 1919, has helped to make it an outstanding example of the increased capacity of France for wealth production, he averred, and added that it was probably not far astray to estimate the "invisible exports" which it had created in the last year at 70 or 80 million pounds sterling, while some put the figure at 100 millions—approximately $500,000,000.

THE LEAGUE TO CONTROL GERMAN ARMS

IT IS A HAPPY SETTLEMENT of any difficulty, particularly an international one, that allows all parties to it to claim victory. Such a settlement is that which ends interallied military control of Germany on January 31, when the responsibility will be transferred to the League of Nations Council. The promised ending of this control on a definite date is highly satisfactory to Germany; stopping of work on the fortifications of Koenigsberg, for the time being, pleases France; and Great Britain has the satisfaction of knowing that there is to be another chance to discuss Germany's custom of partly manufacturing arms and then exporting them, to be finished either for her own use or for that of her neighbors. England, France and Germany by this settlement have "surmounted the most difficult obstacle set up by the Versailles Treaty," observes one Geneva correspondent, and Henry Wales, Geneva correspondent of the Chicago *Tribune*, outlines the provisions of the agreement as follows:

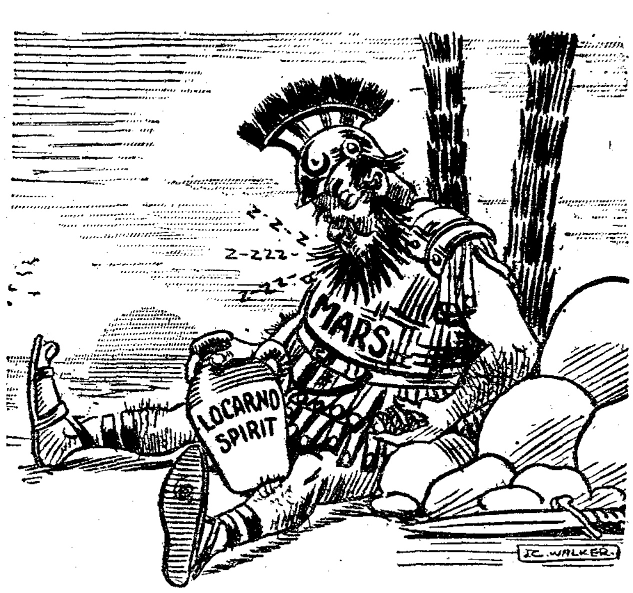
> "First, that the diplomatic negotiations be continued by the Ambassadors' Council with the German Government regarding the fortresses at Koenigsberg, Kustrin, and Glogau, along the Polish border, and regarding the status of completed and semifinished products classified as war material. French proposals are to be submitted by both sides to assist in the progress and facilitate an agreement.
>
> "Second, all work on the three German forts is to be suspended during these negotiations, without preference for the claims of either side.
>
> "Third, the Interallied Control Commission is to be withdrawn from Germany, January 31, and Article 213 of the Versailles Treaty [providing for the substitution of the League investigating committee] is to become effective.
>
> "Fourth, if by that date no definite agreement has been reached, the two questions still open are to be referred to the League Council.
>
> "Fifth, each of the Governments represented in the Ambassadors' Council will be at liberty to attach to its Berlin embassy a technical expert authorized to reach an agreement with the competent German authorities with regard to all questions of execution respecting settlements reached or to be reached."

This leaves Allied troops still occupying the Rhineland, but this matter, the correspondents say, will be threshed out within a few months. If Locarno and Thoiry and the entry of Germany into the League of Nations mean anything, remarks the London *New Statesman*, they surely mean that our enmity has been buried, that Germany stands on a level with all other European Powers and that we have no right to attempt to subject her to any form of supervision to which we ourselves are not ready to submit. It is one of the greatest of British interests that there should be an end of these distinctions, according to this weekly, which continues:

> "We all know that Germany can, in fact, go a very long way in the direction of repudiating the restrictive conditions imposed upon her by the Treaty of Versailles without running the slightest risk of recreating a militant European coalition against her. She can be fairly sure of the support of Signor Mussolini in almost any rational policy she chooses to pursue; and she can be absolutely sure that she will not encounter the active hostility of Great Britain or America by any policy which falls short of definite territorial aggression.
>
> "If she should choose explicitly to repudiate forthwith every form of supervision, and all the disarmament clauses of the treaty, she could probably do so with almost complete impunity. The French army of occupation might advance a little by way of a demonstration of French power and prestige; but it would not advance far; and the British forces would more probably be ordered to withdraw than be allowed to involve themselves in any such tangle.
>
> "These are the crude and obvious facts of the situation. Whatever she may be in theory, Germany is no longer in fact under any sort of physical compulsion. She would be badly advised, of course, to make any overt repudiation of any one of the obligations which she has assumed under the Treaty of Versailles; but the fact remains that she can do almost what she pleases in that regard. And that is a fact which 'Allied' statesmen must constantly bear in mind. 'Our Mr. Austen' may be very stern in his manner at moments, but he has no substantial backing of English public opinion except when he is being conciliatory and is trying to convert theoretical into actual peace."

The New Statesman admits that it may be charged with "painting the picture too starkly," and with weakening the authority of Britain's representatives. But it declares sharply that these things can not be stated too starkly, for it is a fact and a vitally important fact that Germany can no longer be coerced at all, not even in the matter of her armaments, and this because the will to coerce no longer exists anywhere—except among a comparatively small minority in France—and can not be recreated by anything short of a palpable outrage. In a word, we are told, the war is over and done with as far as Britain is concerned, and this weekly adds:

> "We have no longer any feelings either of hatred or of fear in regard to Germany; and, indeed, if the truth were to be told, we might express a stronger desire for the supervision of French than of German armaments by the League of Nations, especially in the matter of airplanes and submarines. But in reality all such formal supervision is chimerical. It is by other means that we must secure, if we can, the general disarmament of Europe. Meanwhile there is no conceivable reason from the British point of view why Germany should not possess as many airplanes as France. Indeed, we might be a little happier if she did, because it can never be to our interest to consent to a marked supremacy on the part of any country, whether it be on land, on the sea, or in the air.



HELPLESS

"For how long?"

—*The Evening Express* (Cardiff).

> "We may have a certain comfortable, and perhaps not unfounded, belief that our own air force more than makes up in efficiency for what it lacks in numbers; but all the same it might be just as well from our point of view that France's numerical superiority in the air should not remain unchallenged. At all events, we shall not go to war to prevent such a challenge.
>
> "But why, it may be asked, all this talk of war? Well, certainly there is not going to be another European war in this generation at least; and if we talk of it, it is only to emphasize the fact that we are living in an era of almost inevitable peace, as far as the greater Powers are concerned; and that it is therefore fundamentally absurd to endeavor to maintain special precautions against a particular Power. Why should Germany be 'inspected' at all, by the League of Nations or anybody else? If there should be another European war in the lifetime of the present generation, who can say whether we shall be the enemy or the ally of the Germans? No man can foresee that."

BOOMING BRAZIL IN JAPAN

PEOPLE AND MONEY from Japan have a great opportunity in Brazil, according to Mr. Shichita Tatsuki, former Ambassador for Japan at Rio de Janeiro, who has announced that his three years' residence in Brazil convinces him that Japan's economic interests are "as closely bound up with those of Brazil as with other countries with which it maintains friendly relations." More especially, he said in an address at the Pan-Pacific Club in Tokyo, because from the point of view of the emigration question no country presents greater importance for Japan than Brazil. With her enormous area and her inexhaustible natural resources Brazil has not sufficient man-power for their exploitation, according to Mr. Tatsuki, but Japan with her overflowing population can with great facility provide the necessary assistance. As reported in the Tokyo *Trans-Pacific*, this authority said further:

"Moreover, as regards Brazil, the supply of capital is a subject of equal importance. Have we not already seen capitalist countries like England, France and the United States of North America, and so many others in the West, lending their financial assistance to Brazil in order to enable her to turn to advantage her invaluable but unexploited riches? Why should not Japan follow the example of these countries in this respect? Why should we not put our surplus capital at the disposal of Brazil as well as our overflow of man-power? Besides, to utilize to the utmost the capabilities of our emigrants, they also will require our financial assistance.

"I hope, therefore, that this country will not neglect to take into serious consideration this question of introducing Japanese capital into Brazil concurrently with the encouragement of emigration—capital which is necessary no less for the exploitation of the riches of Brazil than for the progress of our Japanese colonists in that most hospitable and kindly land.

"In this way, Japan can contribute to the economic development of Brazil, and draw, at the same time, from the products of the fields and forests of that country, so highly favored by nature, the raw material necessary for the industries which happily have made such rapid progress of late in our country—a progress on which we can not but congratulate ourselves."

As to the prospects for Japanese emigration to Brazil, the Tokyo *Trans-Pacific* says editorially that an examination of the question will show:

"First, that Brazil offers a very desirable home to limited numbers of selected Japanese emigrants who are equipped with funds and training to open homes in a new land and overcome the natural obstacles facing a people in an entirely strange environment.

"Second, that emigration necessarily must be on a limited scale and can not be proposed as any solution of the problem of over-population. Brazil does not want a vast number of Japanese, and probably would not desire more than 10,000 a year.

"Third, that such emigration should be carried on through a definite organization with sufficient capital and experience to see that the emigrants select a proper homesite and are subject to intelligent supervision until they are established in the new land.

"Fourth, that the emigration societies work in close cooperation with the Federal and State governments of Brazil to prevent any situation such as has arisen in California.

"Fifth, it must be kept in mind that the whole question of Asiatic emigration to South America is a most delicate one, which must be handled with care and discretion. A complete understanding of each move with full publicity in the Japanese and South American press would seem most essential. The question of emigration involves the most delicate relations between countries and may well do more harm than good if not carried on carefully by all the elements interested."

In general, according to this weekly, it is indicated that Brazil would prefer that Japanese emigrants should go to the sparsely settled northern States which are in need of an intelligent, orderly and industrious population to develop their vast natural resources. It will surprize some Americans to recall that Brazil in extent is greater than the United States proper and as described by this weekly is "blest with one of the most liberal-minded peoples on earth." Attention is then called to the fact that there is virtually no race feeling in Brazil, because thousands o Brazilians themselves are "an almost perfect conglomerate wit a mixture of Portuguese, Italian, Spanish, French, Dutch an English and with a percentage of persons of Indian and Negr blood." *The Trans-Pacific* continues:

"A native Brazilian may be anything from a man of mixe Portuguese, Indian and Negro blood to a blond whose forebea lived in Holland. Color to him means little, as he has found me of all shades of skin may live peacefully together, speaking th same language and cooperating for the welfare of the country.

"In general the tendency has been for Nordics to settle in th southern States of the Republic—where there are many German and Poles—and for Latins to settle in the Central States Asiatics, therefore, would seem to have the best opportunity i the north, where there is less competition and where their racia strains will be more readily accepted.

"São Paulo, the great coffee-raising State, for example, i predominantly Italian and probably would not offer as advantageous a home for Japanese as Maranhão in the north. Th present Japanese colony in São Paulo has been successful but large numbers of emigrants from this country probabl would not be.

"Recent efforts for Japanese expansion in Brazil generally ar reassuring in that they show an intelligent appreciation of th problems involved.

"Plans for a Japanese colony in Paraná recently were announced with the backing of the South American Enterprise Association with a capital of 1,000,000 yen. The Association is reported to have purchased 10,000 acres in Brazil as an initia homesite for the colony. This holding will be increased to 100,00 acres if the scheme works out successfully. Mr. Reizo Yamashina former vice-president of the Tokyo Chamber of Commerce is reported to be one of the chief spirits in the enterprise."

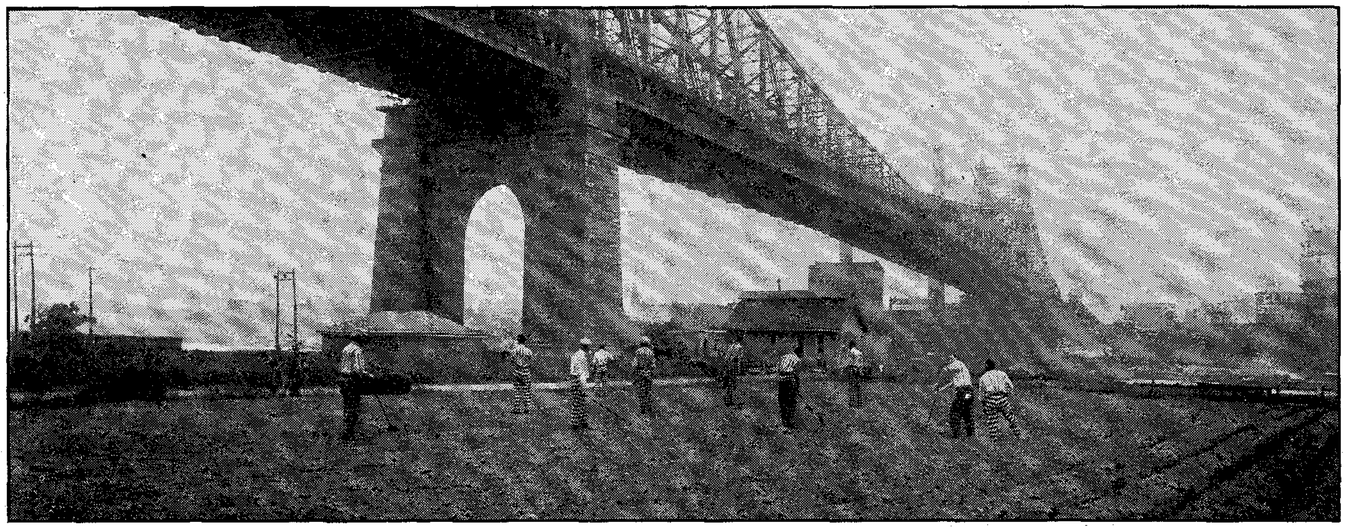
We are further informed by *The Trans-Pacific*, an American owned journal, that the Japanese Brazilian Association of Hyogo Prefecture agreed at a meeting at Kobe to plans for the formation of a company with a capital of 3,000,000 yen to encourage Japanese activity in the Latin-American countries. One of the features of this scheme would be to instruct Japanese emigrants in the Spanish and the Portuguese languages, as well as to give them financial aid until they were established in their new country. Big Japanese silk and cotton interests, it seems, have representatives in Brazil and are said to be ready to invest considerable capital in an effort to fix the silk industry in that country, and to open cotton plantations to provide an additional source of supply for Osaka's mills. All these plans would seem logically to point to the expansion of Japanese activity in Latin America in the next few years, says *The Trans-Pacific*, which adds

"Shipping connections are excellent owing to the direct lines from this country to Brazilian ports and return. Brazil has just started a new Presidential administration under the able Dr Washington Luis, which promises much for the prosperity and development of the country, and the Brazilian diplomatic and consular representation in Japan is active in explaining the situation by contact with the leaders of the Japan-Brazil movement to improve trade.

"With intelligent cooperation and understanding on both sides there seems no reason why Japan and Brazil may not become of vast importance to one another in the next decade. Brazil has in superabundance the raw materials this country needs, and in turn can use much that is produced in Japan, provided Japanese products are able to hold their own in a highly competitive market now dominated by the United States and Britain with all the European countries striving for a foothold.

"It is doubtful whether any of the other Latin-American countries offers as attractive a field for Japanese investment and limited emigration as Brazil, primarily because none of them has anything like so vast a domain or so urgent a need of capital and labor. Argentina is largely an all-white nation, and probably would not look on any Asiatic penetration with favor. Chile is small in area, dominated by aristocratic descendants of the Spanish Conquistadores, and her resources already fairly well organized for production. Peru, while rich in raw materials, has not the advantage of the excellent shipping connections which favor Brazil. The same argument applies to the northern countries of South America and to the small Central American States."

SCIENCE ▾ AND ▾ INVENTION



SCENE ON WELFARE ISLAND, NEW YORK, WHERE DRUG ADDICTS ARE GIVEN THE NEW TREATMENT

RELIEF FOR DRUG ADDICTS?

WOULD A CERTAIN AND SPEEDY CURE for drug-addiction be a boon to the world or not? Might not the knowledge that one could avoid the pains and penalties now incident to the drug habit, by taking a short and easy course of treatment, increase rather than lessen the number of addicts? These questions evidently do not trouble the daily press, which has given way to a nation-wide pæan of joy over the announcement of a cure for addiction named "narcosan" and somewhat vaguely described as a "mixture of lipoids." This feeling has not been altogether shared by all the medical authorities, who point out that this cure, or its predecessors, has been known for the past six years without particularly commending itself. *The Journal of the American Medical Association* (Chicago) has this to say, editorially, of narcosan and its inventor:

"Newspapers throughout the country holding membership in the North American Newspaper Alliance carried a story, December 15, concerning the discovery by 'Dr.' A. S. Horovitz of a new remedy for drug-addiction known as 'narcosan.' Since his arrival on these shores in 1913, Horovitz has been continuously identified with attempts to promulgate cures for all sorts of disorders by mixtures of lipoids and vegetable substances of the nature of nonspecific proteins. Horovitz's present effort to promote 'narcosan' as a cure for narcotic addiction is supported by a clinical investigation by Drs. Alexander Lambert, ex-president of the American Medical Association, and Frederick Tilney, one of the editors of *The Archives of Neurology and Psychiatry*. The paper by these investigators appears in *The New York Medical Journal and Record* for the week of December 17. This paper was rejected by *The Journal of the American Medical Association* because the Council on Pharmacy and Chemistry rejected the product known as 'lipoidal substances' in 1921, because up to the present time the product has not been resubmitted and is apparently still of unestablished composition, and because the clinical investigations are not set forth in such a manner as to indicate even ordinary controls, such as might have been secured by treating an equal number of patients with the nonspecific proteins alone. Furthermore, on their admittance into the hospital, the patients were given a cathartic mixture consisting of seven ingredients, including some of those in the compound vegetable cathartic pill and a few others. Nevertheless, the paper was promptly accepted by *The New York Medical Journal and Record*, and simultaneously with its appearance in that periodical, a complete statement, highly exaggerated, was issued by the North American Newspaper Alliance. Perhaps time will reveal sufficient basis in the Horovitz discovery to warrant its acceptance; possibly the clinical investigations made by Drs. Lambert and Tilney have been strictly accurate and scientific; maybe something actually worth while will come from this attempt to control drug-addiction."

The case for "narcosan," despite the foregoing unfavorable judgment, would appear to possess elements of strength. Says the New York *World:*

"The unique contribution of narcosan is that it restores the patient to a normal condition generally, leaving him as little desire for narcotics as the ordinary healthy individual. To that extent it appears to be a permanent cure.

"Three hundred and sixty-six cases were treated during the tests at Welfare Island, made at the invitation of Commissioner of Correction Frederick A. Wallis. They were mostly men and women who had been subject to the narcotic habit for years and had repeatedly received the old reduction 'cure.'

"For years there had always been from thirty-five to forty of these women 'repeaters' undergoing treatment. Yesterday Supervising Warden Henry O. Schleth reported there were only two.

"Only one of the 366 cases is known to have lapsed after discharge from the hospital. It was that of a negro woman whose environment was conducive to resumption of the habit and who confessed that she 'liked the pleasurable sensations.'

"One 'repeater' died under the treatment, but her record showed that she had collapsed during two previous reduction treatments.

"A reporter for *The World* visited the wards while the tests were being made. He found patients who had been under treatment only a few days smiling and singing, and even crocheting with steady hands. They were in rooms the doors of which had been dented by the kicking and butting of addicts under the old reduction treatment. The heavily barred iron cages which formerly protected doctors and nurses from crazed 'dopes' awaiting their 'shots' were closed."

The report of Drs. Lambert and Tilney, referred to above, states in effect, according to the New York *Herald Tribune*, that the new treatment:

"a. While abruptly withdrawing the narcotic (in any form) greatly reduces both the severity and the period of suffering to relatively few hours.

"b. Restores the ability to sleep normally within seventy-two hours as a rule; sometimes, within twenty-four hours.

"c. Eliminates craving and appetites speedily become enormous without any digestive disturbance, resulting in rapid gains in weight.

"d. Quiets patients so they become docile and as easy to handle as any other sick, eliminating the 'madhouse' features of 'dope' wards.

"e. Protects itself; deliberate or secret administration of any narcotic during treatment may have serious and possibly fatal results.

"f. Restores patients to their prenarcotic normalcy in about three weeks, often vastly improving their general mental and physical condition at the same time."

Says the New York *American*, in addition:

"After a fortnight the patient begins to build up and after another week or two there is no craving for the narcotic to which the addict has been accustomed. The testimony of interested physicians is that the permanence of the cure depends wholly upon the patient. If the cured addict goes back to his former haunts and succumbs to temptation it is a matter of his own will.

"In one case, a man of an excellent and wealthy family, reduced to the depths by drugs, was brought to the island for experimentation. He was frankly believed to be too far gone for cure. After a long and patient course of treatment he was completely cured. He is now conducting a large real-estate business in New York.

"The preparation contains no habit-forming drugs and its action is to neutralize toxic substances, in themselves poisonous, which are called forth in the body to offset the effects of morphin. When the use of morphin is suddenly stopt, these toxins remain and the narcosan obliterates them or renders them harmless.

"Patients can sleep within three days after taking treatment. The nerves are quieted and appetite returns."

The treatment, according to a summary of the report given in the New York *Times*, must be given in a hospital and not undertaken in homes. The report continues:

"By the third night the patients are beginning to sleep better and the symptoms are abating even in those who seemed previously seriously ill. They soon improve and in the great majority of instances on the fourth day become comfortable. They acknowledge their physical craving for narcotics has ceased. By the fifth day their appetites begin to return and they sleep more both in the daytime and at night. Soon their appetites become excessive and they are eager for food, especially sugar."

VEGETATION SEEN ON MARS?—What is claimed to be the most important single observation made so far in favor of the idea that the planet Mars possesses living vegetation has just been announced in France, we are told in a special bulletin issued by *The Week's Science* (New York). Working with the thirty-two-inch telescope of the Meudon Observatory, near Paris, Dr. E. M. Antoniadi has reported significant changes in the shapes of two of the dark areas visible on the planet's surface. We read:

"The fact that the surface of Mars shows such dark areas has been known for some years. They are bluish-green. It is observed that they usually deepen in color during the Martian summer and grow lighter again during the Martian winter. These changes have been interpreted by many astronomers, especially the well-known American expert, the late Dr. Percival Lowell, as indicating that the dark patches are areas of vegetation, perhaps not unlike grass-covered plains on earth. Dr. Antoniadi's new observation greatly strengthens this idea. One of the dark patches has been observed to occupy, this year, a slightly different position than usual, as tho the storms or water-bearing winds which enable the vegetation to grow were following unusual paths across the planet's surface. The other change which Dr. Antoniadi observes can be explained similarly. Mars is now much closer to the earth than usual. Astronomers everywhere are making the most of this opportunity for observation. Altho the report from Dr. Antoniadi is the first definite result of this year's near approach of the planet, it is expected that American observatories will soon be able to announce further observations of importance. Even if vegetation is proved to exist on Mars, that will not necessarily prove the existence of animal life or of anything corresponding to intelligence. It is not impossible, however, that animals, or even intelligent animals, may exist there."

LIQUID COAL; SOON OR LATER?

THE IMMEDIATE FUTURE of synthetic gasoline seems to be differently visualized by the experts. According to Sir Alfred Mond, the English chemist, whose recent words to a London engineers' meeting are quoted by a correspondent of the New York *Times*, the distillation of oil from coal in commercial quantities is in sight, and it will make Great Britain self-supporting as regards oil. The process of distillation, he admits, has not been perfected yet, but he expects that it will be soon. When that is done, he said, Great Britain will be able to use her surplus coal to meet the ever-increasing demand for fuel oils, and, because of her large amount of coal, will be in a favored position. On the other hand, Albert E. Miller, a technician of the Sinclair Refining Company, told the American Petroleum Institute at Tulsa recently that extraction of oil from coal is still in the experimental state and seems impracticable. He said, as quoted in the New York *Tribune:*

"Efficient low-temperature coal-distillation processes will yield around sixteen gallons of oils per ton of coal, and distilled from this very little motor fuel can be obtained. These processes will arouse no more than scientific interest in the United States for some time to come."

Mr. Miller declared that recovery of oils by means of solvents, by controlled oxidation or by direct hydrogenation, has never been worked out successfully. The yield of gasoline from these processes averages about 10 per cent., he said, which is too low to interest American oil men. The two rival processes of manufacturing petroleum products from coal or its gases are explained in some detail by Valentine Karlin, in an article contributed to the New York *Times*. Both have been invented and developed by German chemists, one of whom, as explained recently in these columns, combines hydrogen with coal under heat and pressure, while the other is working on a plan to unite the two gases, carbon monoxid and hydrogen. Both inventors, Bergius and Fischer, were present in person at the recent Pittsburgh convention of fuel-chemists. Writes Mr. Karlin:

"Long before they met at Pittsburgh both Bergius and Fischer had dwelt in their writings on the political and economic trouble stored up for the country that must buy oil from possible enemies. No cumbrous distillation of coal for these two able, far-seeing men in their quest for oil in the laboratory. No expensive cracking of tar. No waiting for the oil-wells to dry up, even tho that may be a matter of but fifty years or less. Oil must be made now directly and cheaply and at a price that will enable the factory to compete with the oil-well and the petroleum refinery. Of these two keen rivals, Bergius has been the more successful. Already fuel engineers speak of the 'berginization' of coal, just as the rest of us speak of pasteurized milk.

"Petroleum used to be called 'coal oil.' Altho no one knows exactly how petroleum originated, both Bergius and Fischer obtain oil from coal or its gases, and thus at least partially justify a popular suspicion that nature produced oil from coal.

"Gasoline is a compound of hydrogen and carbon. Bituminous coal contains hydrogen and carbon in the proportion of one to sixteen; in liquid oil the ratio is one to eight. Double the hydrogen in coal and you have oil. Bergius and Fischer proceeded, each in his own way, to combine more hydrogen with the carbon of coal.

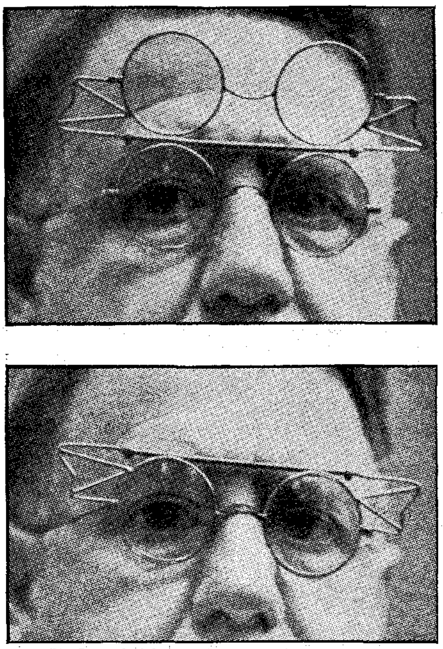
"In 1911 Bergius established a laboratory in Hanover for the purpose of studying chemical reactions under high pressures. The first step was to study the chemistry and physical structure of coal. He obtained samples of coal from every part of the world—thousands of them. He probably knows more about coal than any chemist of our time.

"When Bergius had learned all that he could about coal, he proceeded to make it in his laboratory. He experimented with wood and tried to duplicate the geological process by which nature converts it into coal, and he obtained something like the coals mined in different parts of the world. After two years he was ready to make coal take up more hydrogen and become liquid oil.

"First, he tried to drive hydrogen at enormous pressure into hot lumps of coal in a closed steel tank. He opened his tank. Nothing but coke greeted his disappointed eye. The coal had simply been distilled as in any city gas plant. More experiments proved that hydrogen is taken up by coal much more rapidly at certain temperatures than coal can be reduced to coke. It was clear that he must find a way to prevent overheating.

"His next step was to grind the coal into powder, mix it with oil and keep the temperature down so that it never exceeded 800 degrees Fahrenheit. The oil was to act as the heat distributor. He carefully collected the contents of the tank. Most of the coal had been liquefied. He analyzed the liquid. Motor oil!

"What had happened was this: Large molecules had literally been cracked into smaller molecules, and the small molecules had readily combined with the hydrogen to form oil."



From *The Journal of the American Medical Association* (Chicago)

FULL VISION BIFOCALS

Consisting of two pairs of lenses in separately hinged frames. Above, with upper frame raised and (below) lowered for use.

But, it may be protested, Bergius had to mix oil with powdered coal to succeed. What is the sense of using oil to obtain oil? Actually, very little oil is used, and latterly it has been replaced with tar to form a paste, which is pumped into steel containers and there heated. Hydrogen is forced in while the mass is mechanically stirred. After a few hours gas, liquefied coal, untransformed coal, and ashes are found within. By careful cooling a dozen different products are condensed. To quote further:

"Before success was achieved, years were spent in solving enormously difficult engineering problems. At about 900 degrees Fahrenheit, a temperature which Bergius approaches, steel loses in tensile strength; yet steel was the only metal he could use for his pressure tanks. To keep the temperature of his pasty mass down he introduced cool nitrogen into the high-pressure treating tank—a gas which does not readily combine with anything and which would not, therefore, thwart his purpose. But the pressure within the tank is 3,000 pounds to the square inch. Imagine the difficulty of pumping the cooling nitrogen into the tank against that pressure. No wonder it took thirteen years to perfect the process, and that Bergius had to employ 150 men day in and day out.

"There are now two factories for liquefying or 'berginizing' coal—one at Rheinau and one in the Ruhr—with a combined production of 1,000,000 barrels of gasoline and other motor fuels a year. Fully fifty per cent. of an average ton of bituminous coal is converted into marketable gasoline, a middle fraction which includes some gasoline and oil suitable for impregnating wood, lubricating oil, and lastly fuel oil. Some very poor coals yield even more gasoline and oil. Every coal succumbs to liquefaction except anthracite, and anthracite will be a curiosity in fifty years.

"Bergius can use the cheapest kind of coal. He buys screenings, which cost little, or cheap lignites and semi-coals of no great commercial value. Pure hydrogen is expensive. Bergius discovered that he does not need it. Water-gas, of the kind made by gas companies, contains enough hydrogen for his purpose. Gas is given off in his high-pressure tanks. He collects it and sells it for domestic or industrial use and thus offsets the cost of his hydrogen-containing water-gas.

"Bergius and Fischer crossed swords at Pittsburgh, each slyly thrusting at the other. The fact remains that Bergius has achieved a brilliant commercial success; Fischer has still to reduce his method to commercial perfection. And yet Fischer has devised a process that is scientifically more elegant, a process that gives a chemist a thrill of delight.

"Fischer conceived the principle of making gasoline and fuel oil by causing carbon-monoxid gas to combine with hydrogen. The carbon monoxid is what every gas company generates and then enriches with oil to increase its heating and lighting value; it constitutes his source of carbon. He forced the two gases into a steel vessel at a pressure of over a ton to the square inch. But this pressure and heat were in themselves not sufficient to bring about the combination. To speed up the process he employed what chemists call a catalyst—a compound, or an element, which brings about reactions, but which does not itself take part in them. Both the combination and the speeding up occurred as anticipated, but no petroleum-like liquid or gasoline was produced. Instead, Fischer obtained an oily mixture of highly complex structure, which he christened 'synthol.' Fischer succeeded in driving automobiles with alcohols derived from his synthol, and found them better than gasoline because they did not 'knock.'

"But Fischer wanted petroleum-like fuels. At Pittsburgh he announced that he had at last succeeded in synthesizing practically all the oils, motor fuels, and the liquid and solid compounds ordinarily derived from petroleum. Bergius commented: 'These reactions are interesting only from a scientific standpoint.'"

That Fischer will ultimately succeed, Mr. Karlin does not doubt. Carbon monoxid being the major product of the gas industry, Fischer's commercial salvation, he thinks, may lie in the city gas plant. This is how it may come about:

"Gas companies have a hard time of it in 'equalizing the load,' as their engineers call it; in other words, more gas is used in winter than in summer. But the plant must be large enough to meet the maximum demand. Consequently there is a waste. Fischer sees the day coming when the city gas plant will make gasoline in the summer with the aid of carbon monoxid generated at maximum capacity. The gasoline will be stored and the plant kept busy all the year round.

"A. C. Fieldner of our Bureau of Mines indorses this method of making Fischer's synthetic process pay, and he goes so far as to say:

"'Under these conditions house-heating with gas in the cities may become as common as cooking is with gas to-day. Personally, I believe that synthetic motor-fuel processes will be in commercial operation by the time the petroleum resources approach exhaustion, and that the transition from petroleum gasoline to synthetic gasoline will take place gradually without any material change in our highly developed automobile transport system.'"

BIFOCALS WITH A DIFFERENCE—Full-vision bifocal glasses, especially adapted for the operating surgeon, are described by Dr. Myron Mitzenbaum of Cleveland in *The Journal of the American Medical Association* (Chicago). These glasses, he tells us, have been neither patented nor copyrighted. He writes:

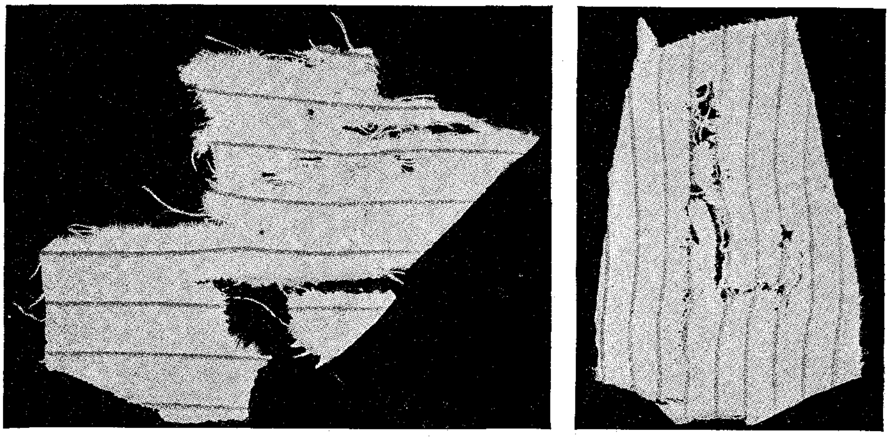
"Many forms of glasses have been devised to enable persons to see at a distance with one part of the lens and at a close range with the other part. The bifocal is usually placed in the lower segment, altho sometimes it is in the upper segment or in the center.

"These various arrangements of lenses afford either long or short distant vision through only a part of the lens, and it is impossible to view the whole field in all directions. The spectacles recently devised consist of two pairs of lenses in two separately hinged frames. The first pair gives full vision for distance. When the second pair is lowered against the first pair, it supplies the additional lenses necessary for full near vision. For certain work, the full vision is desirable or even necessary. For the ear, nose, and throat specialist, whose offices are usually made up of several units, and who goes back and forth from one patient to another, this type of spectacles is very practical. During an examination the additional frame is lowered, giving a full field near vision, and it is raised when walking to the next patient. In the operating room the spectacles are worn for distant vision, and the nurse lowers the additional frame when the operator wishes to begin.

"Each frame holds a pair of single lenses, or one or both pairs may be made up of bifocals, so that various combinations can be obtained."

BACTERIA IN THE WASH

UNEXPLAINED HOLES or tender areas in your shirts when they return from the laundry are usually attributed to undue use of chemicals in the washing process. Telephonic recrimination and change to another laundry often follow. But the real culprit is apt to be one of the germs that disintegrate vegetable fiber, of which several varieties are known to science, we are told by Prof. L. B. Allyn, of the Westfield (Mass.) Laboratories, who contributes an article on "Winter Damage of Wet Wash" to *The Starchroom Laundry Journal* (Cincinnati, Ohio). Among the many problems confronting the laundry industry, says Professor Allyn, none seems more illusive nor more puzzling than the phenomenon of winter damage of clothing. This difficulty has been recognized for a decade or more and appears to be more prevalent in the middle and eastern United States than in other sections. It has undoubtedly existed a long time, but has not until comparatively recently been recognized as a peculiar source of the laundry-owner's troubles. He goes on:


RESULTS OF EXPOSURE TO BACTERIA

Material at the left was exposed to infected clothes 36 hours; at the right 48 hours.

"This type of damage is usually met between December and April. We have never heard of its occurring during the warmer months, nor in any type of work except wet wash.

"The injury under discussion is found only in cotton goods, never in linen, silk or wool. In the case of shirts, the injury is in general confined to areas above the waistline. It is most commonly observed in the back, at or near the shoulder-blades, in front, over the breasts and below the elbows and above the wrists; never under the arms. The collars, wristbands, and cuffs do not appear to suffer.

"These areas are of an irregular outline and range all the way from a small hole the size of a cent to sections as large as the palm of one's hand, or larger. In some few instances, the tendered areas almost merge, leaving small strips of strong material between. The warp usually is in a much stronger condition than is the filler.

"The extent of the damage runs all the way from a slight tenderness to a state where the fiber may be easily crumbled and reduced to powder.

"As a general rule, only one of, at worst, ten pieces in a wash is damaged, altho we have record of practically all the cotton goods in washes being ruined.

"While most of the damage is naturally reported from public laundries, it not infrequently occurs in home washes as well.

"Most new cloth has a dressing of wax or treated oils used to impart a smooth feel or 'hand' as well as to keep the fibers smooth. This dressing is surprizingly resistant to the washing process as practised in the public laundries. It eventually disappears, however, and fabrics like shirts, shirt-waists, slips, etc., contain an appreciable amount of oil which has a marked and characteristic 'human' odor, not that of perspiration, but a more distinctly body or skin odor. This oil may be readily extracted with suitable solvents such as chloroform, petroleum ether, benzol, and appears to differ in color with different individuals; in some cases it is a pale yellow, in others, reddish brown. While it is much more in evidence in unwashed tendered goods, we have occasionally found it in goods from the extractors."

A careful study indicates the following as the principal sources of damage to laundered goods, Professor Allyn says: 1. Accidental or incidental tears. 2. Inferior or defective fabric. 3. Heat scorches. 4. Wear. 5. Oxidation by chemicals. 6. Bacterial infection. Of these, he believes that number six, bacterial infection, is of far the greatest importance. He writes:

"It is a well-known fact that when cellulose is exposed to the action of acid or of fumes thereof, or to the action of various alkalies, a decomposition or change of fiber takes place.

"Direct acid spatters form droplets and often produce the so-called 'shot hole' effect which is characteristic, and may be readily identified by the appearance after washing or by chemical tests before washing.

"We have never found any convincing evidence to the effect that goods are damaged by smoke fumes, while clothes are exposed to the air. While under laboratory conditions such a thing is possible, in the ordinary run of events it is exceedingly improbable if not impossible.

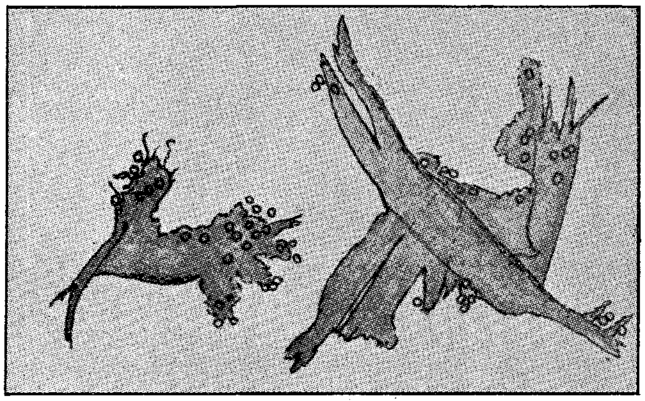
"We do not hold it a tenable proposition that smoke fumes could produce a strictly localized damage, a small spot on the shoulder or a tendered area on one arm.

"This type of damage to which we refer occurs principally between the months of December and April. It is specifically a 'cold-weather disease.' Investigation covering a period of two years or more has pointed out great certainty toward the last of the tabulated causes, to wit: bacterial infection.

"From a report on the 'Deterioration of Fabrics by Micro-Organisms,' from the Department of Scientific and Industrial Research, abstracts of which were sent me by Dr. H. O. Forrest, of Massachusetts Institute of Technology, it seems evident that cotton fiber can be damaged by micro-organisms. It is stated that cotton does not deteriorate in wet wash in the absence of micro-organisms, and a considerable loss occurs when they are so infected.

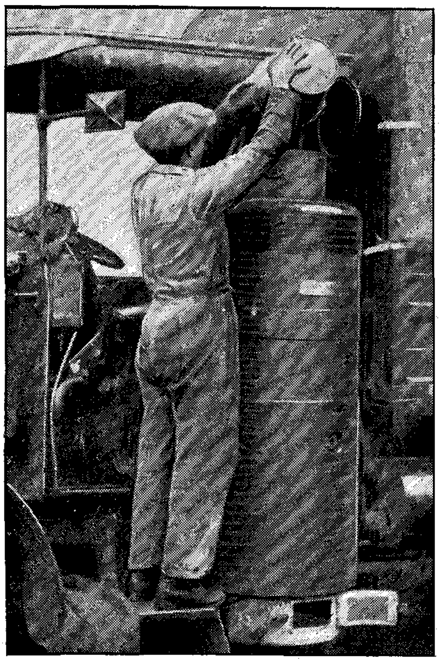
"The 'American Type Culture Collection,' of the John McCormick Institute for Infectious Diseases, Chicago, reply to a query from this laboratory saying: 'In our collection there are nine or ten cultures of bacteria which destroy cellulose.'

"Cellulose-containing materials constitute a very suitable food for many types of micro-organisms, and fabrics such as cotton are much exposed to the attack whenever the moisture content of the fabrics rises much above 10 per cent. Altho such organisms are killed during the washing process, they have invaded the air of nearly all localities and may infect even carefully treated fabrics. The chemical change taking place in the cellulose as a result of the action of micro-organisms appears to increase the brittleness of the fibers in the fabrics in the same way as does a severe chemical treatment."


BACTERIA ON COTTON FIBERS UNDER A MICROSCOPE

WOOD AND WATER AS MOTOR FUELS

THE INVENTION OF A PRACTICABLE wood-burning automobile has already been noted in these columns. This, and some other odd motor fuels, which may conceivably reach the commercial stage, are described by John E. Lodge in an article printed by *The Popular Science Monthly* (New York). Says Mr. Lodge:



THE FURNACE

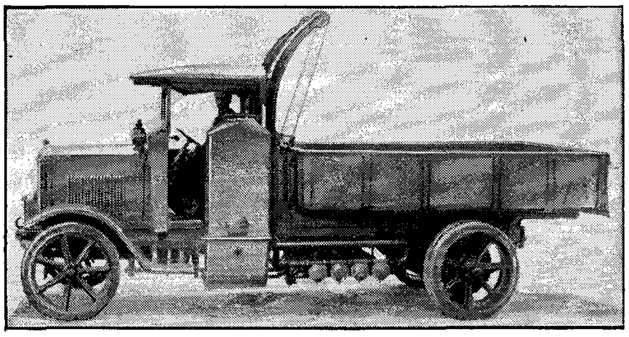
Or "gasogine" of the wood-burning truck, located beside the driver's seat, burns wood or coal to generate inflammable gas for fuel.

"An automobile that burns wood instead of gasoline, one of the strange type recently designed by the French inventor Imbert, has just been purchased by the U. S. Bureau of Standards in Washington, D. C. This remarkable car, which runs on the coal-gas produced in its own wood-or coal-burning furnace, represents one of many attempts that engineers and chemists are making to provide new motor fuels against a predicted future shortage of gasoline.

"Already French scientists have produced an electric car that runs more than 900 miles without recharging; but tho electric and steam power may remain to fall back on in case of need, many scientists declare this will not be necessary, and that natural or synthetic fuels will make man independent of the gasoline supply. Wood, coal, vegetable oils, ether, and even corn, water, molasses, and grain dust are possible sources for substitute automobile fuels.

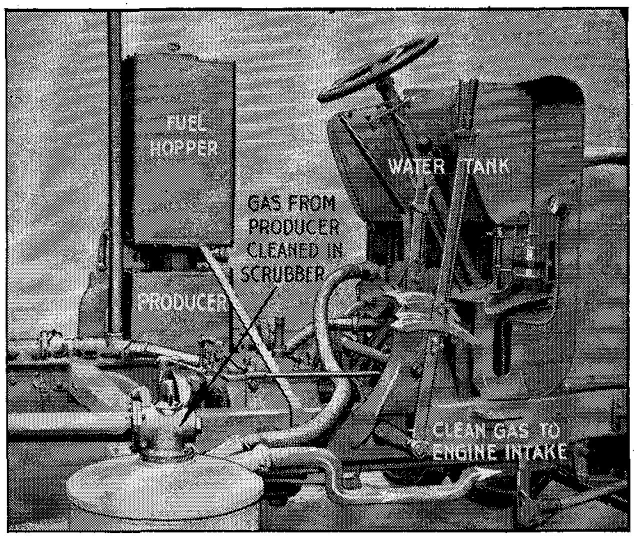
"Science, in attacking the problem, is following three lines of research. First, to produce an inflammable gas to be mixed with air and exploded in the cylinders. Second, to manufacture a cheap liquid fuel that, like gasoline, can be gasified to form with air an explosive mixture. Third, to use a fine, inflammable, solid dust suspended in air to form an explosive mixture.

"Inflammable gas as a fuel for internal combustion engines is not new. Stationary motors have been run on gas. In fact, during the war, when gasoline had to be conserved for airplane use, London omnibuses were run on illuminating gas, carried in huge rubber bags on the tops of the vehicles. Only lately has it been thought feasible for a moving automobile to carry its own coal-gas generating plant. One of the new wood-burning cars, carrying fourteen persons, not long ago took its passengers for a 3,200-mile tour of France at a fuel cost of $14.50, against $120 for the same mileage on gasoline. Blue water gas, a form of 'producer gas' made by blowing steam over the incandescent bed of a coal fire, also has been tried. Interesting experiments have been made by a British manufacturer with a truck burning coal, charcoal, corn, or, in fact, any material rich in carbon. Chemists tell us that this blue water gas consists of a mixture of hydrogen and the inflammable and poisonous gas, carbon monoxid. Coal gas is mostly hydrogen.



FRENCH WOOD-BURNING TRUCK

Bought by U. S. Bureau of Standards for experiments.


FUEL HOPPER
WATER TANK
GAS FROM PRODUCER CLEANED IN SCRUBBER
PRODUCER
CLEAN GAS TO ENGINE INTAKE

Illustrations by courtesy of *Popular Science Monthly*

IT BURNS COAL, CORN OR ANYTHING RICH IN CARBON

The British truck that runs on "producer" gas, formed by blowing steam over a bed of burning carbonaceous fuel.

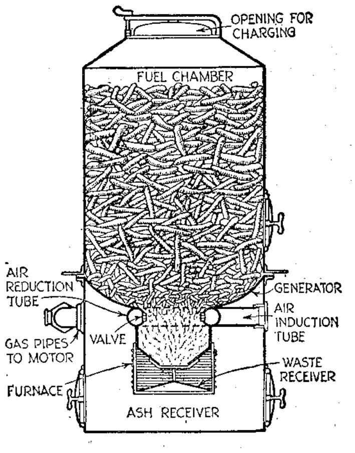
"Now another French scientist, Prof. Charles Henry, announces that he has made hydrogen for fuel from water vapor with the aid of a secret catalyst—one of those strange chemicals that make a reaction take place without itself taking part in it or being used up. The temperature he uses is that of the gas range or coal furnace in your home. It is possible that this process will make it practicable for you to stop your car at the filling station of the future and call for 'five gallons of water' instead of gas.

"But even if all these discoveries should come to naught, scientists have liquid fuels to fall back on. Alcohol-burning engines have been made. While alcohol from wood is at present expensive, other sources may reduce its price. Methanol, a recently developed German fuel substitute, is a 'wood alcohol' produced from coal and water. In France, ethyl alcohol, the potable variety, has been synthesized for fuel. Molasses is another possible source. A Russian, M. Makhonine, reports a fuel from electrically heated vegetable oil.

"Use of ether as a motor fuel has been advocated. This compound has the advantage of not carbonizing the cylinders. All of its combustion products are gases, blown away through the exhaust.

"Dust has been tried as fuel in a fascinating series of experiments. In the Department of Agriculture's experimental cornstarch motor, grain dust is exploded as fuel. Coal dust has also been employed with some success in Germany, using the Diesel engine.

"It seems to be only a question of time before one of these many processes will succeed on a commercial scale."



THE WOOD-BURNER

This diagram shows how the furnace of the French wood-burning truck is designed to generate inflammable gas which, when mixed with air, is exploded in the cylinders of the motor.

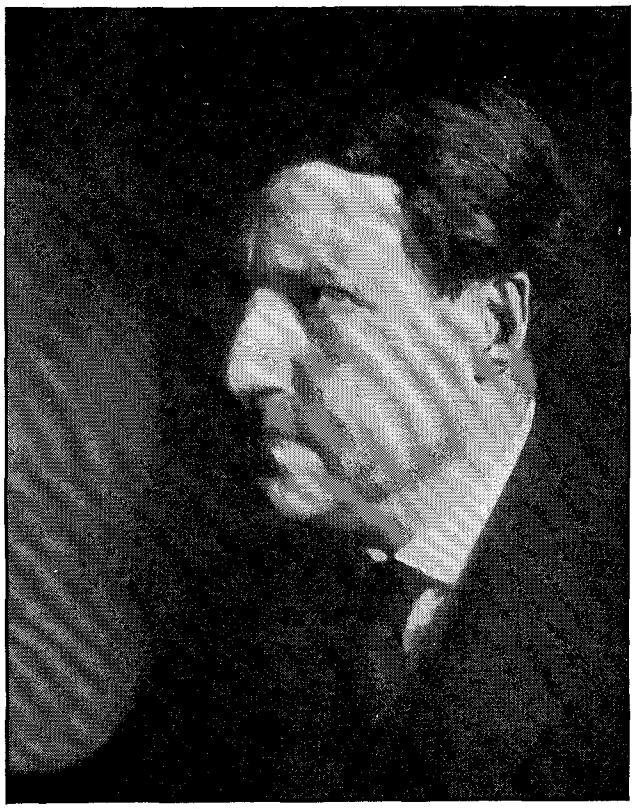
The "blue water gas" is apparently *blau-gas*, which is so called not for its color, but after its inventor, a German named Blau.

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

HELEN AND GALAHAD UNDER FIRE

A YEAR AFTER "HELEN OF TROY" began marching triumphantly up and down our land, Rabbi Wise of the Free Synagogue finds her a shameless hussy. With the help of Prof. John Erskine of Columbia University she has revealed too much of her "private life." Professor Erskine has this season provided "Galahad" for her company, and the fear might have arisen that all the shady characters of literature are on the way to emerge and plead their case anew. Dr. Wise, in speaking recently before his congregation, declared that "The Private Life of Helen of Troy" is "the most immoral book of decades," and the New York *Evening Post*, reporting him, adds his further words that he would rather "commend almost any notoriously salacious volume to a group of young people." The Doctor is said to wonder:



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ACCUSES BOOKS OF IMMORALITY

"I do not know of a book which has appeared within decades," says Rabbi Wise, "comparable in its power for evil to 'Helen of Troy,' unless it be 'Galahad.'"

> "Now that Helen of Troy has been canonized and the Arthurian legends lifted up to the level of Browning and 'Peaches,' what is to be the next 'tabloidization' of myth or history? One wonders just a little whether the next adventure of the English Department of Columbia University will take it in the 'Umwertung aller Werte.' (Nietzsche's 'Revaluation of All Values.')
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> "I am thinking of recent performances by a distinguished university figure, which from the literary point of view, are irreproachably good—all that a best seller ought to be—and from every other point of view are quite irreproachably bad.
>
> "One is just a little sorry to come upon academic reinforcement of the view-point of the two most famous police-court reporters of any time, H. L. Mencken and George Jean Nathan. In defense of the latter, it might be said that they express themselves, their own convictions, with directness and clarity. The courage of depravity is a manlier thing than the cowardice of moral anemia.
>
> "Even at the risk of being pilloried in an early issue of *The American Mercury*, which is *The Saturday Evening Post* of the self-appointed intelligentsia, certain things must get themselves said. A university professor of high distinction and personal charm has written two books within the year, which have caught the attention of the young, and maturer folk, too. I do not know of a book which has appeared within decades comparable in its power for evil to 'Helen of Troy,' unless it be 'Galahad.'
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> "Judging the book with seriousness, which the matter, if not the manner of the book challenges, 'Helen of Troy,' not in its delightful nonsense, but in its serious tendency, apotheosizes the Greek view of life. It substitutes the unmoral Hellenic sanctions for the ethical Hebræo-Christian sanctities.
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> "I know full well that 'Helen of Troy' is neither history nor homiletics, and yet I would rather commend almost any notoriously salacious volume to a group of young people. 'Jurgen' was pseudo-poetic filth. 'Helen of Troy' is a bit of semi-Lombrosian Freudism, and the upshot of it is, 'Go to it, young people; what you need is release; standards and self-respect are incompatibles.'
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> "If I speak with earnestness, it is because I have felt that the 'Young Barbarians' have been wofully served by a book—the brilliancy of it having given it the widest popularity at home and abroad—which, in a time of intellectual confusion and moral chaos, throws the weight of a distinguished academic name on the side of spiritual sabotage."

Dr. Wise's attack has not, so far, brought forth a reply from the author of the books. Lacking this, the New York *Telegram* comments:

> "Professor Erskine may have it in mind to plead for his two interesting and lively children in response to the attack, but until he makes some utterance it will remain for the hundreds of thousands of readers throughout the land who have perused these acutely modern fancies to wonder how much of justice there is in the clergyman's bitterness.
>
> "It would seem that the average sophisticated reader of current literature can hardly be blamed for feeling that Dr. Wise has stirred up something of a teapot tempest. Surely, the keen wit, the clever analysis, the apt interpretation in twentieth-century terms of the thoughts and acts of a heroine of romance nearly thirty centuries old and the hero of what is almost an allegory of premedieval times are hardly deserving of the condemnation 'they are the deadliest blow struck at Hebraism and at the life of standards and changeless ideals.'
>
> "John Erskine is an eminent professor of English literature, an authority, and, what is more, the superintendent of one of the Sunday-schools of Trinity Parish.
>
> "If Professor Erskine's books stir a tiny fraction of their readers to acquaint themselves with the Homeric legend and Tennyson's immortal poem they have served as a needed literary tonic. The Laureate's works are ready at hand in every library of the land. For those who can not read Greek there are the translations of Homer from the pens of Chapman, Pope, Derby, Cooper, Bryant and Lang for their ready reading. Professor Erskine gave public interest in good literature an upward lift, not a knockdown blow, whatever Dr. Wise may think about it."

Now that Rabbi Wise has spoken out against Erskine, a New York *Times* correspondent, David Sturgis, takes courage to assent and to invite Bernard Shaw into the same boat. In a letter to *The Times*, he asks why the Rabbi should "spare Shaw and accuse Erskine of moral heresy?" Continuing:

> "These two intellectuals are in the same corrupting, carnal boat. Both in youth starved their devils, continued the Puritanic practise in manhood, and the result is a diabolic delight in getting these poisons out of their systems at the expense of the eternally infected public.
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> "Shaw has not the slightest conception of the spiritual meaning of Joan of Arc. Not being able to conceive her—the Gallic soul—spiritually, he dragged her down, in cunning ways, to his intellectual sewerage. Thus with Erskine with two traditions for which I have a sacred and chivalric feeling, namely, Galahad, and Helen of Troy. Both are historic, mythic and mystic. The porcine intellect but sees the fleshy, external side. Helen is the Hellenic soul—the name means white not the black of the Columbia professor—and Galahad is the spirit that fights for the soul. These are fine subjects for Shaw and Erskine to make money out of. But the intellect, separated from the spirit, is ever the Great Hog—grunting at the white bird above the sty, ever singing its glorious song, trying to lift the race out of the mud.
>
> "No, Rabbi Wise, both these men are mental sandbaggers—mud-smearers of the birds of Paradise. Both should be given a ride to the wilderness on a broomstick and the eternal silence of the fool-proof desert."

ARE WE "COLONIALS" IN OUR SPEECH?

IF LONDON DISDAINS her own Cockney speech, as an English writer showed in an article quoted here on December 25, she looks with pitying tolerance, when it doesn't become resentment, at the American brand of the English language. Plays that go to London exprest in the newer brand of speech, like "Anna Christie," "They Knew What They Wanted," and "Is Zat So," have a short life over there, if not a merry one. This is mainly, so the author of one of them thinks, because London regards us as colonial still, and as something to be chided and corrected when we speak a lingo that is barbaric to her established standards. Mr. Sidney Howard, the playwright in question, was called by the London *Times* a "menace to the King's English" when he took his play "They Knew What They Wanted" over there. To be sure London laughed at "Is Zat So," but Mr. Howard discovered that London had no mind to listen to "American" talk that was not intended to be laughed at; yet all that he or the author of "Is Zat So" had done was "to report words and expressions and turns of phrases which are as familiar to Broadway as *Lisa Doolittle's* cockney is to the Strand." And *Lisa* is speaking Mr. Shaw's words in his "Pygmalion" which the Theater Guild is presenting to delighted audiences who do not find it difficult to understand. Lest some would think that this is an argument for our greater cleverness, Mr. Howard, writing in the New York *Sun*, presents another explanation of the difference between London and New York, and in doing so he runs counter to the contentions of Messrs. Mencken and Nathan that we are evolving an American language:

> "If there is an American language, as our literary patriots say there is, what, in God's name, is it? We can assuredly dismiss any happy supposition that all Americans talk alike. Every American locality has its own manner of speaking and, what is even more evident, every social class in this country speaks differently from every other. I have known men who can pick any American's State, section of State and parents' nationality after a minute's conversation with him. Pure Maine talk is far more like English than it is like Californian talk. Socially we have, generally, the same difficulties with the consonant 'r' that England has with the famous 'h.' American dialects, geographically separated, and American pronunciation, socially analyzed, offer as fascinating subjects for study as any one interested in speech is likely to find. But to lump them together as a language is a kind of childishness which had better be left to small-town patriotic organizations and to the Mother's Day exercises of ladies' clubs.
>
> "The line at which dialect attains recognition as language is a mysterious one, but I am certain that we are a long way from crossing it. Such trifles as changing 'boxes' to 'trunks,' 'tinned goods' to 'canned goods,' 'St. Martins summer' to 'Indian summer' do not suffice to get our speech over it. Social slang does not suffice nor do measly changes in spelling nor a few hundred coined words nor an individualized and far from standard inflection or intonation. If there is an American language, there must also be an Australian language, a Canadian language, and, I have no doubt, a British North Bornean language. Every one of these localities must have added its own words and expressions to the original speech of its British settlers. Every one of them certainly has its own characteristic inflection and intonation.
>
> "The fact that London does not understand our speech and that we understand London's requires no fairy-tale explanation. The simple truth seems to be that, linguistically as well as in most other important matters, we are still a British colony, that London still instinctively regards us as such, and that we still instinctively regard ourselves as such. London understands us, what is more, quite as well as it understands other colonials. And we, like other colonials, have not the slightest difficulty in understanding London. London, naturally and inevitably, looks on us as mischievous linguistic children. We had better get over the teachings of our amateur patriot philologists and remember that London is our true linguistic mother."

THE PROFESSORIAL AUTHOR

Prof. John S. Erskine who wrote the books, now among the most popular fiction, that Rabbi Wise condemns.

Mr. Howard questions the alleged fact that "our speech is more than ever divorced from the King's English." For—

> "We have recently taken into our speech no end of purely British expressions and pronunciations. The notorious broad 'a' no longer sounds affected in God's country. We say 'Sorry!' instead of our old 'I beg your pardon.' We sound the final 't' in valet. We even . . . No! I must resist the temptations of a Nathan inventory. Allow me to close with a statement that amateur philology is no less good, clean fun than amateur psychoanalysis. Write out your dreams for *The American Mercury* and see what the editors have to say about them."

As to our international differences, Mr. Howard observes:

> "Let one of our playwrights attempt London in any form of what Mr. Mencken once bravely, if somewhat diffusely called 'The American Language,' and see what happens to him. British and Celtic dramatists, from Synge, through Shaw, Galsworthy and Ervine, to Sean O'Casey must have satisfied themselves that we can follow and enjoy virtually any version of the King's English spoken in the British Isles. The best of us, on the other hand, have learned what the friendliness of London can be in its moments of almost complete failure to comprehend."

THE LESSON OF MADAME SCHUMANN-HEINK FOR RISING STARS

FIFTY YEARS IS A LONG PUBLIC CAREER for an actress, but many achieve it. But fifty years for a singer is almost a unique experience. This distinction belongs to Madame Schumann-Heink, who celebrated the event in New York by appearances with the New York Symphony Orchestra, December 16 and 17, and a broadcasting séance on the following Sunday evening. It is impossible to tell how far her voice reached during the Atwater-Kent hour, but those who heard it became enthralled by an art that carried an important lesson for "budding opera singers, or singers of any kind, if they would only pay some heed to it; which, it may be feared, they will not." Thus speaks the New York *Times*, moved to its pessimism, perhaps, by some recent flagrant examples in our musical history. "The young, whether operatically inclined or otherwise, seem less disposed to pay heed to lessons than ever before," this Jeremiah continues, pointing out that "the lesson in this case is the need of much hard and thorough work of the right kind in complete preparation before beginning the active and laborious career of a stage singer." The lesson continues:

FIFTY YEARS OF GLORIOUS SONG

Madame Schumann-Heink celebrates her half-century with a voice unimpaired, as a result of sound training and a correct method—a lesson to our young singers.

"It means the devotion of a good many years and involves the thorough mastery of a difficult art. Those who study the lives of singers will note how very few have escaped the exactions of severe study in early life, and how exceptionally God-gifted they had to be to do so. Many have begun young—Madame Schumann-Heink, who cheerfully admits sixty-five years, made her début at the age of fifteen, but it was only after serious preparation continued long afterward. It is the preparation and acquirement of correct artistic principles that make for a long career.

"It must be said in justice to the hasty young artists who wish for an immediate beginning that there is some excuse for them. Circumstances to-day conspire against them. The impresarios seek eagerly for young and brilliant voices and come with alluring offers. They know that, in the operas of a modern style, at least a plausible beginning may be made by singers not yet in possession of all the laboriously won secrets of their art. There is the pressure of admiring 'home folks' who look for an immediate success. Furthermore, the operas written in the older styles that require perfect vocalization for their proper performance, and at the same time are the indispensable means of acquiring such vocalization, have gradually been going out of fashion, yielding to a newer taste of the public.

"They no longer make their old appeal, except when they are interpreted by artists of the most brilliant attainments, and then as a kind of *bonne bouche*, and not as a steady musical diet. Not the least important element in the problem is the increasing scarcity of teachers competent to teach. So the young aspirants for operatic fame are beset on all sides by temptations, pressures, and discouragements which may easily make them overlook the larger good and the more distant future. Is it surprizing that the young and ambitious listen to the siren song, and enter too soon upon their careers?

"The great examples of what fine voices firmly founded upon the old principles may accomplish in the newer music are not yet forgotten. What the de Reszke brothers, Lilli Lehmann, Emil Fischer, Lillian Nordica, Madame Schumann-Heink and others of that time, who were trained in the elder school, accomplished in the Wagnerian music-drama is not yet entirely legendary. Their excellence in it was due not only to their natural gifts, but also, in large part, to their training and skill. And the long service that others still more famous but not destined by nature to the so-called 'dramatic' rôles have given the public was also due to the fact that what they did they did rightly. One of the ominous facts in the musical life of to-day is that the training for art is less and less considered. The voices are not lacking. It can hardly be that nature is breaking her molds. It is man that is at fault."

The sketch of Madame Schumann-Heink, written by Mr. W. J. Henderson for the New York *Sun*, points out how "the history of vocal art contains no record surpassing hers in length":

"Madame Schumann-Heink has had an extraordinary record of service. Ernestine Rossler she was born at Lieben, near Prague, July 15, 1861, and studied singing with Marietta von Leclair at Graz, where she made her début in 1876 at the age of fifteen, singing the contralto part in Beethoven's ninth symphony. She was engaged for the Dresden opera, and appeared there on October 13, 1878, as *Amneris*. She made her American début in Chicago, November 7, 1898, as *Ortrud*, and in New York at the Metropolitan in the same part, January 9, 1899. She became an American citizen in 1908.

"Madame Schumann-Heink has been singing continually in this country since she first came here, and only last season returned to the Metropolitan for brief appearances in Wagnerian rôles, in which she will be heard again this winter. The distinguished contralto has enjoyed a countrywide popularity, which she has fully earned by the vigor and undying freshness of her singing. The history of vocal art contains no record surpassing hers in length. The number of its years is rivaled only by its honors."

Madame Schumann-Heink sang two Wagner selections at the Symphony concert, and then was presented with a diamond and crystal brooch from the directors of the Symphony Society. Mr. Flagler's address to Madame Schumann-Heink was made after the *Waltraute* scene. He spoke as follows:

"My Dear Madame Schumann-Heink: You are celebrating this year the fiftieth anniversary of your first appearance on the concert stage, by a golden jubilee, which is carrying you through the length and breadth of this land.

"Everywhere grateful hearts again respond to the magic of your voice and art, but New York claims a special pride in this noteworthy year, in that it was the scene of your early triumphs in the operatic world.

"Those of us who were fortunate enough to hear the great Wagnerian performance of the early years of 1900, at the Metropolitan Opera House, can never forget the wonderful impersonations which you called into being—your *Ortrud, Fricka, Brangaene, Waltraute, Erda*, a gallery of operatic portraiture which quickly became and remained the standard one.

"To-day you return to us in the splendor of your matured art o renew our joys of the past, and to give to the younger generation example of singing and interpretation in the truly grand style.

"The Symphony Society has had evidence in the past of your nerous and warm-hearted interest in its welfare, and to-day is again honored by your appearance at its concert.

"On behalf of its officers and directors I have the pleasure of presenting to you this brooch in token of their gratitude and affectionate admiration with the hope that for a long time to come the world may be made happier and better by your beauti-ul art."

The orchestra gave its applause of the artist by a "tusch" or nfare, in which the sword motive from "Siegfried" was con-icuous, adds Mr. Henderson. he singer was recalled several imes, and finally made a short peech of thanks in which she id that the best she could do or her art would be to hand it own as well as she might. The audience seemed much pleased with this indication of the singer's intention to teach.

FRAU LEHMANN WITH A YOUNG PUPIL

Drest in Tyrolese costume, the great singer, now nearing eighty, teaches voice in Salzburg in summer and in Berlin in winter. This picture was taken in front of the Mozarteum in Salzburg.

RECIPROCITY IN ENGLISH

WHILE our dramatists bewail the British insensibility to our vernacular, a British writer, Basil de Sélincourt, has discovered a value to the mother tongue in words this country reserves after the motherland as discarded them. In the anchester *Guardian* a review his book "Pomona, or the Future of English," gives some examples:

"It happens that what the new countries send back to us is often very old and traditional indeed. Mr. Cecil Sharp hunted English folk-songs in the Carolinas and found them in preservation, and in a London theater to-day some negroes may be heard singing an old song of their people in which the verb 'scandalize' is not used as a synonym for 'to shock,' which it means to the modern Englishman, but as an equivalent for 'malign,' which was the sense in which Shakespeare used it. 'Beat it' for 'go' may seem to us American slang; it is also Tudor English and may be found in Ben Jonson, as 'the ready' for 'cash' may be found in Dryden. Thus the new English-speaking peoples, while they are often inventive and sometimes fruitfully so, are also restorers, so that old words come back across the water like sons to the family. Mr. de Sélincourt believes in 'that continuous impulse, with which the English mind, in high and low alike, feels its way through the world,' and in a temper, half practical and half poetical, which may, by creating fine realities, compel speech worthy to express them.

"He does not, on the other hand, sufficiently admit the dangers of word-wastage. The multiplication of cheap printed stuff has led to the overworking of strong words until they are like bloodless ghosts who vainly masquerade as men. The shiversome epithet 'awful' was dead yesterday. 'Grim' follows in its funeral train. Shakespeare used the word 'thrill' sparingly; it occurs but thrice in the canon, and it must have had rare potency then. Now it is a puny fellow, the sweated laborer of bad writing. That metaphors should wear away under usage is no bad thing, since we are pricked to new imaginings by contempt for the old simile. But if the good gallopers and the sturdy pullers of a lingual team are worked to the bone, the substitutes must be found. The more that cheap and furious writing abounds, the more of our fine word-flesh will be fit only for destruction. Against such wastage we must recruit, and perhaps the English-speaker across the seas, nerved to fresh experience and living, as it were, to different music, may act as the sergeant to restore the strength. Mr. de Sélincourt, believing that Americans 'apprehend their world in sharper outlines and aspire after a more salient rendering of it,' can look abroad for something durable as well as for 'the bright slap-dash of the vernacular.' In his finely conceived and written essay he has amply explored the view that if people with a grand lingual heritage can themselves act rightly, the right word will follow on the deed."

One may, perhaps, question the reception our British cousin would give to an effort mentioned in the Washington *Post*, "to restore the strength" of the language:

"There was an old school grammarian whose chief claim to fame was his militant crusading for commonly used pronunciations and phrases. His text-books contained the word 'ain't,' offered in good faith instead of both 'is not and 'are not,' justified in his rules because of common usage. Colloquialisms did not exist, for, in the community in which they were common, they were deemed to be correct English. The theory is interesting, and seems to have certain features to commend it. It follows an age-old privilege which the public holds sacred, to make its own language and pronunciations."

THE COVER—The scene represented on the cover is one of snow done by the artist most distinguished for snow paintings. Working on these in midsummer is his favorite way of keeping cool. Mr. Palmer was born in Albany in 1854, son of the sculptor Erastus Dow Palmer, pupil of F. E. Church and later of Carolus-Duran of Paris. He has had a long career of successful work, winning, as he says, the second Hallgarten prize in 1887 with the first piece which he painted and sent to the National Academy. This canvas is now owned by Mrs. Carnegie. Prizes and recognitions are an old story for him, and winter landscapes from his brush may be found in many of our public museums. In an interview printed in the Boston *Globe* he gives some interesting thoughts on the particular subject of snow painting. Thus:

"I am constantly studying the problem of sunlight and the shadows on the snow.

"Snow is pure white, but we have to put a touch of yellow in it to indicate the sunlight. That tones it down. So you have to keep constantly putting in these false values, and the point is to know where to do it.

"To the human eye snow appears to have color. Being itself colorless, it assumes the color of light reflected on it. Further, the eye will see in any neutral surface the complement to any contiguous vivid color.

"Either late or early on a clear winter's day, when the atmosphere makes the sunlight more or less golden, a strong shadow on the snow would be lilac, the complement to yellow, but a blue lilac, as all the light the shadow obtained would be from the blue sky overhead.

"With a gray, colorless sky and warm sunshine the shadows will appear lilac, but not blue.

"If the sunshine becomes an orange light, the shadow will be a pure blue; and I have seen shadows actually green with a really red ray of light from the setting sun.

"I suppose our pictures on the screen have values about as true as you can get them, because their high lights are clear white with light back of them, and their shadows are true shadows."

RELIGION-AND-SOCIAL-SERVICE

THE STEADY MARCH FROM ALTAR TO COURT

THE RAPID INCREASE IN DIVORCE in the United States shown in the report issued by the Department of Commerce again calls attention, we are told, to the need of a uniform law governing divorce and to the taking of measures to prevent those marriages which the contracting couples repent at leisure. The rate is now nearly one divorce to every seven marriages, whereas thirty years ago it was only one divorce to nearly fifteen marriages. The Department of Commerce's report shows that 175,495 divorces were granted in 1925, compared with 170,952 in the year preceding. While the increase is only 4,543, the ratio rose to 2.7 per cent. The rate of marriage increase in 1925, on the other hand, is only 0.3 per cent. The marriages totaled 1,181,838, as compared with 1,178,318 in 1924, an increase of only 3,520, or less than the increase in population, which is estimated at 1.5 per cent. over the population of 1924. The estimated population on July 1, 1925, was 115,378,094. Twelve months before it was 113,727,432. On the basis of these estimates, the number of marriages per 1,000 was 10.2 in 1925 and 10.4 in 1924. The number of divorces per 1,000 was 1.52 in 1925, and 1.50 in the preceding year.

The divorce increase, we are told, is due to changes in the various States, ranging from decreases of 29.5 per cent. in Nebraska and 23.1 per cent. in Rhode Island to increases of 22.9 per cent. in Utah and 21.1 per cent. in Florida. States showing considerable increases in divorce are: New Jersey, 16.9 per cent.; Delaware, 16.9 per cent.; Wyoming, 16.6 per cent.; North Dakota, 16.4 per cent.; Mississippi, 16 per cent. New York State has a much better showing than many others, having 4,611 divorces in 1925 and 4,622 in 1924, showing a decrease of 0.2. Other States showing considerable decreases in divorce this year are Massachusetts, 12.2 per cent.; Louisiana, 8 per cent.; California, 5.6 per cent.; Minnesota, 4.6 per cent.

The announcement points out, we read further, that while the net increase in the number of marriages was only 0.3 per cent., the relative change in the different States ranged from a decrease of 13.5 per cent. in Georgia to an increase of 35.4 per cent. in Florida and an increase of 91 per cent. in Nebraska. States showing large increases include North Dakota, 18.1 per cent.; South Carolina, 9.6 per cent.; Utah, 9.2 per cent.; Tennessee, 5.9 per cent. States showing considerable decreases in the number of marriages are Iowa, 11.8 per cent.; Wyoming, 10.8 per cent.; Michigan, 7.1 per cent.; Idaho, 5.3 per cent. "The rate of 10.2 marriages per 1,000 of the population for the United States as a whole," the report says, "represents an average of rates in the individual States ranging from 5.0 in Delaware and 5.7 in Wisconsin to 16.3 in Maryland and 19.9 in Florida. In general the changes in the number of marriages per 1,000 of the population form a more satisfactory index of the trend with regard to marriage in the several States than do the absolute figures of the numbers of marriages, because they take account of differences in the rate of increase in the general population."

No conclusions are drawn by the Department of Commerce from the data it supplies, but these, notes the Pittsburgh *Gazette Union*, "will be furnished in ample measure from familiar sources. But of practical means to stem the tide of divorce there probably will be very few suggestions." The trend to divorce is not accelerated to the degree often complained of, thinks the Manchester *Union*, but it is sufficient "to afford unhappy contrast of American record with that of other countries."

Noting that recourse to a Federal law to govern divorce has been suggested, and is generally recommended, the Jersey City *Journal* says that "it appears to be a practical and beneficial measure which will be called for by the general public soon or late." *The Journal* suggests that the proposed Federal law should also govern in the cases of those who go to foreign courts to sever their marital bonds. The Portland *Sunday Oregonian* would attack the problem by having the State lay down prudent regulations for marriage. It is not, we are told, exclusively a private affair, and "unfailing publicity and reasonable notice of marriage might go far toward curbing what threatens to become a national scandal, for the entire elimination of which it is perhaps too much to hope."

It is usually asserted, or taken for granted, that the causes for divorce lie in the decadence of the times and in the weakening of the nation's moral fiber; but "these pessimists," says the New York *World*, "usually overlook the fact that in more than two-thirds of the divorces granted the complaining party is the wife." *The World* believes this to be profoundly significant and to have close relation to the growing economic independence of women. "The abused and mistreated wife," says the New York paper, "need no longer submit to a cruel spouse in order to get her bread and butter." And,

> "That helps to put the divorce problem in a somewhat different light. Perhaps we do have too many divorces, but if so it is because we have too many hasty and ill-advised marriages. Those who would make divorce more difficult are attacking the evil at the wrong end."

Certainly the relative dependence of women a century ago and their comparative independence to-day have something to do with the situation, believes the Boston *Herald*, asserting:

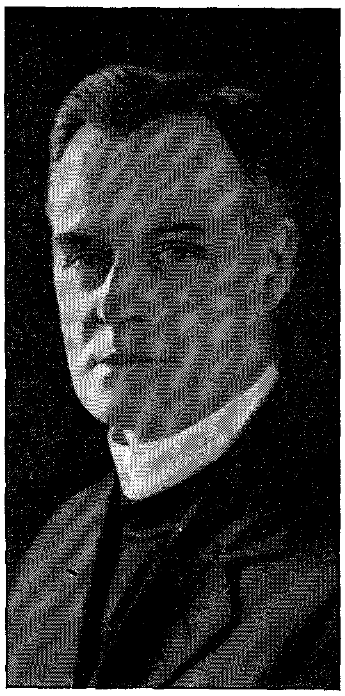
> "More women are 'standing on their own feet' than ever before; they do not feel that they must cling to an unworthy husband or starve. Nevertheless we are old-fashioned enough to believe in the old-time home as the ideal unit of the civilized state; we deprecate the unwillingness of multitudes these days to endure even a small part of the hardships which their grandsires bore; we think that human happiness and general security are promoted rather by relatively permanent bonds in marriage than by facility of divorce."

It is pretty generally assumed that divorces are more common in the large cities and in areas of dense population; but the St. Louis *Star* points out that New York makes a better showing than, for instance, Wyoming, all rural, which shows a gain of 16.6 per cent. in divorces. An increase is found also in North Dakota, all farming, and in Mississippi, rural and Southern, while Massachusetts, with its dense urban population, on the other hand, shows a decrease, as does California, including Hollywood. *The Star* comments further:

> "Possibly, if the figures were studied further, divorce might be found just as prevalent, or more so, in the rural communities than in the towns and cities. Any one who has observed modern rural and village life in recent years knows of the change that has taken place there. Rural churches, especially in the North and East, report a dwindling attendance, whereas city churches generally are well filled and comparatively prosperous. Few new church buildings are being built in the older rural communities. But the village movies are filled nightly, and almost every villager and every farmer owns an auto. The auto, movie and radio together have changed the whole aspect of country life. City people are used to excitement, and they have been better able to stand up under these new diversions. The quiet of the countryside has been badly jolted."

THE "HORSEMEN'S CHURCH"

LOVERS OF HORSE-FLESH are usually noted for their fair play, if not for their piety, and it is as a token of their gratitude for his help in halting a movement in the General Assembly to repeal the law allowing pari mutuel betting on horse-races that turfmen in Kentucky and elsewhere have built a new church for the Rev. Thomas Lever Settle, an Episcopalian minister of Lexington, Kentucky. The Church of the Good Shepherd, the name under which it was consecrated, is already known as the "Horsemen's Church," and it is said to be the only church in the world to be erected by the generosity of enthusiasts of the thoroughbred racing world. On a bronze tablet within the tower runs this inscription: "This church built by lovers of the horse from all over the country as a token of their appreciation of God's goodness to His children, man."



A HORSE-LOVING PARSON

The Rev. Thomas Lever Settle, who led a protest against an anti-betting bill in Kentucky and won a church.

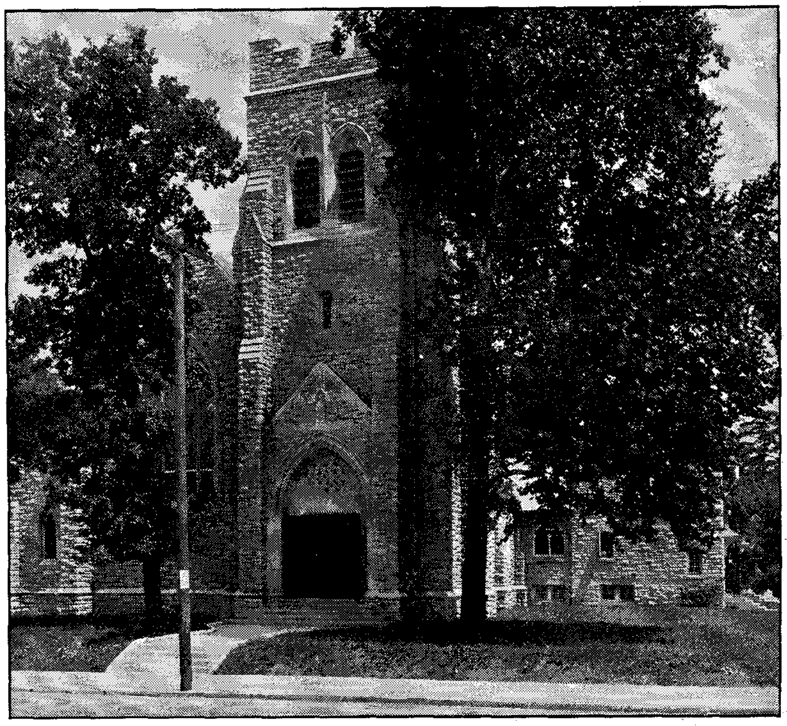
When the repeal of the law allowing pari mutuel betting was proposed three years ago, there was great outcry against it among the Kentuckian horsemen, who, we are told, felt that the repeal of the betting law would kill horse-breeding, for which Kentucky is famous. At a mass meeting of turfmen, held while the Legislature was considering the anti-betting bill, we read, Mr. Settle made an address in which he pointed out what are described as the satisfactory results of pari mutuel betting as compared with bookmaking in his native England. Again, he was among the leaders of a great gathering of turfmen at Frankfort, the State Capital, where, we read, such a protest was made that the anti-wagering measure was beaten. Turfmen from all over the world contributed to the fund of $200,000, and built the church which was recently opened. The building is of the English parish type, and is of Kentucky stone. All the wood-carvings within the church are from the hand of Anton Lang, who portrayed Christ in the Oberammergau "Passion Play." The stained-glass windows were made in Munich, Bavaria, and no glass in them, we are told, is less than 200 years old.

The congregation is said to have greatly increased since Mr. Settle took his stand for the turfmen, tho he has come in for considerable criticism. Observing that "most of the parsons are against racing and have harried the jockey club nearly to death," the St. Louis *Post-Dispatch* says it has no idea how "this alliance between racing and religion" will work out, but it believes that "the disciples of sport everywhere will be pulling for Mr. Settle and his church to make it a galloping success." There is no doubt in the mind of the New York *Morning Telegraph*, which specializes in sports news, that the church will be a success, and it can not imagine Kentucky without its horse-racing. Thus:

> "Kentucky without its horse-racing—and its combined features of amusement and thrills for its followers—would not be Kentucky. The enactment of the drastic measure, fostered by radical reformers who would 'purify their neighbor' and destroy industry that has made the Blue Grass region famous throughout the world, would have resulted in chaos and inestimable financial losses to the State and its citizenry.
>
> "And Mr. Settle proved himself a man as well as one of God's sincere servants. The racing world applauded him. It was an uncommon thing for them to observe a minister courageous enough to face an irate congregation, and possibly sacrifice his position and livelihood. And turfmen, who love a manly man, the horse-flesh, the race-track and Kentucky, were sports enough to show their appreciation of the fine service of one of God's children. They started a world-wide movement to reward him. The palatial, imposing house of worship is a testimonial of their esteem of Mr. Settle."

YOUTH'S PAGAN RELIGION

A RATHER SAD COMMENTARY on what the Church has done for youth in England comes from a young man who says that his generation has no fundamental belief, tho it tries to live nobly and does achieve a sort of pagan happiness through doing well. Writing in *The Guardian* (Church of England), William J. Brittain, who has just reached twenty-one, says that the religion of youth is the religion of the open air, of sunshine, of laughter. Some are serious; they revere some Power that is above and unseen. They were stirred in their Sunday-school years by stories of missionaries, and during the war they said their prayers very fervently—especially when air-raiders were above. Then they left school, and attained a certain freedom, in which, however, the religious instinct was not quite stifled to death. So they arrive at to-day and are young adults. They do not know whether they have any religion; tho they do not like to hear any one scoff at belief.



"A GALLOPING SUCCESS" IN THE BLUE GRASS STATE

In return for his aid against repeal of the law allowing pari mutuel betting, horsemen built this church for the Rev. Thomas Lever Settle. The congregation is said to have greatly increased since the rector took his stand for the turfmen.

Sometimes, especially during the holidays, they go to church with their wives, and, says the writer:

> "We sit still—it seems so much easier than when we went to church before—and listen to the sermon. Clergymen seldom give convincing proofs, and we are hardly satisfied with the few points made in the sermon, but phrases drop here and there which inspire us; and after the service we walk slowly out, and say how good everything has been. We are spiritually refreshed.
>
> "So, perhaps, we may become regular churchgoers, and make our children go too; and we may not.
>
> "We go now to church rather than to any other place of worship because we have been to church before and our minds are not ready to attack the many problems which would have to be faced before we could bring ourselves to change our mode of worship. We should have to make a religious decision, and we are unable to do it.
>
> "No, our religion is not of the Church—at least, as laid down by the ritual and tenets of the Church. Our religion is our work, our play, our music, our literature, our love—whatever we are doing. We are controlled by a great instinct to do everything well. We try to do and think thoroughly and nobly. And we know that when we can do this, we are happy. We try, then, to be happy. That is our religion."

WHY MEN GO WRONG DISCOVERED

IT IS BECAUSE THEY WANT TO, and for no other reason, says Dean Charles R. Brown, of the Yale Divinity School, who devastatingly ridicules the behavioristic psychology, and characterizes the whole theory that behavior is the result of heredity, environment and experience as "fantastic." Addressing a student congregation in Battel Chapel at Yale, Dr. Brown insisted that heredity and environment can be overcome, "even tho the dice may be loaded against a man at the start." Main Street, he says, as his address is quoted in the press, runs straight through New York, London and Paris and all the way around the world.

> "The people at the upper end of Main Street are cold and proud. They show scant charity for those who do wrong. There is no help to be found among them.
>
> "The people at the lower end are lax, easy, Bohemian in their whole point of view. They pride themselves on being careless, flippant, cynical. They laugh and say: 'What is the difference? Nothing is right and nothing is wrong. It is all a series of complexes!'
>
> "You can make out quite a case on paper for the notion that men and women can not choose between right and wrong, that they are simply thrust in this direction and in that by forces over which they have no control.
>
> "The one fact that kills the claim dead at the start is that no one ever thinks of living by it. We praise people and we blame people for their right and wrong actions. We hold them accountable because we know they are responsible."

Dean Brown pointed out that if he suddenly struck a disciple of behavioristic psychology, the disciple probably would knock him down, and, the Dean added, "that would be entirely appropriate." Quoting St. Paul: "If I do that I would not, then it is no more I that do it, but sin that dwelleth in me," the Brooklyn *Eagle* thinks that Dr. Brown's protest against modern psychology is distinctly called for by the trend of the times. "There never was an age when insistence on the moral responsibility of the individual was more to be desired," says *The Eagle.* "Let us thank Dean Brown for his analysis and repudiation of the 'complex.' He has performed a service to the cause of decency in a clarification of American thought." But there are some who think that Dr. Brown misinterprets the modern psychologists. We might just as well admit that there are "complexes," "moral determinism" and "behavioristic psychology," even if we can not admit that over these we have no control, observes the Charleston *Mail.* The terms employed to designate certain things, says *The Mail,* may be phrases, but as such they are descriptive of conditions that have to be recognized in order to deal with them. "The point," thinks the Charleston paper, "is not to accept these things as things that can not be cured or overcome, to reject the idea that they are fatalistic tendencies, but to study them in such way that we may be able to adopt rational measures to overcome them. Dean Brown is quite right in refusing to accept these tendencies as necessarily not amenable to correction."

More emphatic, the Hartford *Times* says that not even the most obsessed Freudian holds the theory, as is implied, that men and women can not choose between right and wrong. "What the pyschologist does say," we are told, "is simply that men choose between right and wrong, as the historic Church puts it, 'in accordance with their lights,' and their lights are determined by a complex set of 'patterns' woven out of heredity, education and experience." As the Hartford paper sees it:

> "Dean Brown's astounding assertion that 'men do wrong because they want to and for no other reason' is not so much in conflict with the claims of the psychologists as might at first appear. One has to go one step farther in the direction of causation and say, 'Why do they want to do wrong?' and one is again faced with the complexes, the environments, the patterns and the hereditary tendencies. Very few people, it seems reasonable to say, want to do wrong. They want some immediate objective, and the degree of their wrong-doing is measured by their resistance or, as it might be put, their moral tensile strength. They want money, or they want pleasure, or they want power, and they often do wrong to get these things, but there are probably very few people who would not prefer to do right—if they could still have the things they want. Their ability to hold out against the temptation to take a short cut to the fulfilment of their desires, possibly involving moral wrong, depends upon all the factors which Dean Brown scorns. Their choice is exercised within the limitations of their mental and psychological equipment.
>
> "Since nobody denies that heredity, environment and education have a marked influence upon the mental powers of the individual, it is difficult to understand why a clergyman should object to the conclusion that they also have an effect upon his ability to make sound moral choices. Conduct, after all, involves the use of intelligence, and intelligence is admittedly dependent upon a host of psychological factors. If Dean Brown has made a good rhetorical point to impress the men of Yale with their moral responsibilities, he has risked misinterpreting the terms of a science which is making great strides toward the solution of the riddle 'Why We Behave Like Human Beings.'"

A "moderate defense" for the complex by Prof. Edward G. Conklin of Princeton University is quoted by the New York *Times.* Professor Conklin, we are told, admits the individual's ability to control personal behavior in part, but insists that life also produces circumstances beyond our control. "No two human beings," says the Princeton professor, "are equally responsible, and a course of action which may be perfectly easy for one person may be absolutely impossible for another." And, observes *The Times:*

> "It is hard to see how one can disagree with Professor Conklin's sober statement of a truth recognized long before the complexes swam within our ken. It is a statement of the traditional middle ground between free will and determinism, and in all likelihood it is a position which Dean Brown would accept. What the latter obviously objects to, however, is the legalization, one might almost say the approbation, of aberrant conduct, which an impressive scientific term like 'complex' conveys to a good many minds.
>
> "As a matter of fact, the world has usually been kind to individuals suffering from what is now called complexes, but was once upon a time called lack of self-control, partial or complete. It has made allowances for diseases of the will, even if the terminology was not very kind.
>
> "People now have complexes about things concerning which they were once upon a time 'queer.' A man now has an anti-British or anti-meat-eating complex. Formerly he had an anti-British or pro-vegetarian 'bug.' On the whole, the world has been as tolerant of its 'cranks' as we are asked to be to its complex victims."

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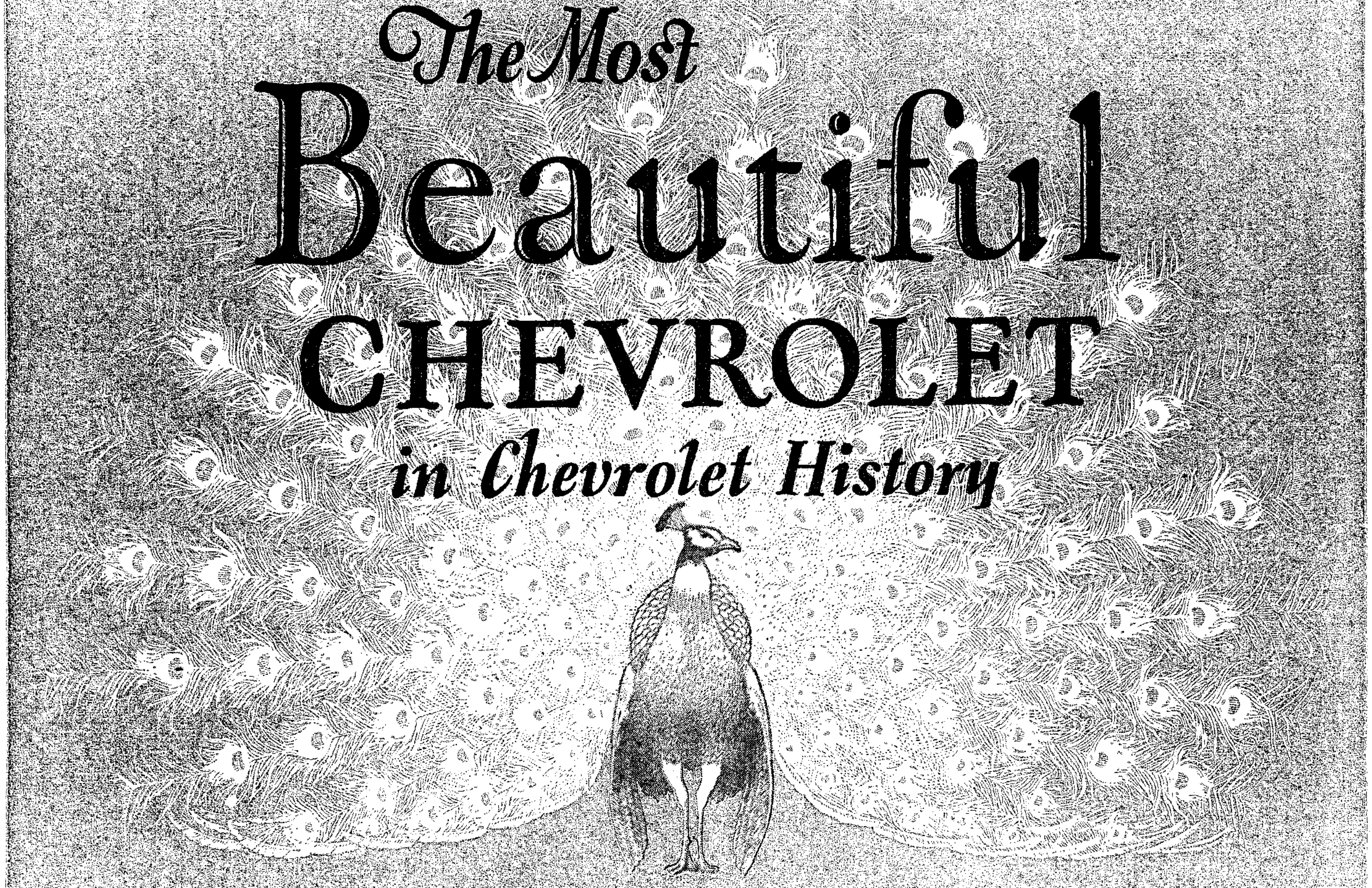

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QUALITY AT LOW COST

CURRENT POETRY

Unsolicited contributions to this department can not be returned.

TOO bad that this from *The Saturday Review* (London) was not on hand to sing at Christmas, but as an aftermath it will be welcome:

CAROL

By Gerald Bullett

We saw him sleeping in his manger bed,
And falter'd feet and heart in holy dread
Until we heard the maiden mother call:
Come hither, sirs, he is so sweet and small.

She was more fair than ye have look'd upon,
She was the moon, and he her little sun;
O Lord, we cry'd, have mercy on us all!
But ah, quod she, he is so sweet and small.

Whereat the blessed beasts with one accord
Gave tongue to praise their little blessed Lord,
Oxen and asses singing in their stall:
The king of kings he is so sweet and small.

The New York *Evening Post* enlisted the services of a number of well-known writers to plead for its Christmas fund for the poor. This poem will remain as a permanent contribution:

THESE ARE THE OLD

Written especially for the Old Couples Christmas Fund

By Joseph Auslander

These are the old—the brave, the broken
Old little people: these are the old;
And there is something they have not spoken,
And there is something they have not told:
Something about growing old together
Under the bleak or the friendly weather;
Something about the bare, chill room,
The depressing poverty odor, the gloom
That slinks up the tenement stairs; and their pride;
And the Specter that keeps them crucified. . . .
These are the people too sick, too cold,
Too hungry, too proud: these are the old.

One service this poem in *The Irish Statesman* (Dublin) renders is the pronunciation of names that occur in Celtic prose:

LAMENT OF THE CELTIC RENAISSANCE EXILE

(Suggested by the names given to Gaelic heroes and heroines in certain Anglo-Irish poets of the present day.)

By N. I. A.

Now the farmer yokes his waggon
On the grown hills of Monaghan,
And the cross-roads of Maghera,
Where I parted with my Vera;
And O the sunshine on the hay
In the fields of Kinvara!

O that I were in Ballina,
Where I wandered with my Dinah!
O that I were back in Kilkee,
Where the winds are soft and silky—
Sure Herself was often there,
And Him, the Marquis of Temair.

In the ancient land of Fionn
Every man was like a lion.
O the hurling! O the climax—
"Killaloes" against "Kiltimaghs!"
I am far away, and ah,
No one here can say *magrah!*

Here the roads are long and stony,
Would that I were back in Clonee.
Here both men and maids are sober,
No one sings about Conkobar,
Or the glories of Aleel—
Golden days have turned to steel.

The author is the son of the ex-Premier, the Earl of Oxford and Asquith, and this occurs in a recent volume, "Pillicock Hill" (The Macmillan Company), with others as delightfully whimsical:

PIGEONS AT CHURCH

By Herbert Asquith

"Dong! Dong!"
The stroke of the hour!
Pigeons are fluttering
Out of the tow'r;
One is on Peter
And one on Paul;
Three have settled
On Mary's shawl.
Rustling wings
Grey and white,
Throats of green
And purple light
Cluster below
At Mary's feet:
Now with a whir
They're over the street!
Round the dome
And into the blue
Don't you wish
They had taken you?

Pathos and bitterness, either of a broken or a hardened heart, cry out in one of the less pretentious contributions to the current *Poetry* magazine:

THE INFIDEL

By Dixie McCarty

All through the breathless yellow afternoon
The woman watched the desert from her door,
Her bitter lips unmoving, tired eyes seeing
Only the desolation seen before.

But when the gray hills knelt in purple shadows,
As monks who tell their beads at close of day,
She lit the lamp, and closed the door and windows—
For fear that she also might learn to pray.

Mr. Nichols has a fresh slant on "hobo" psychology. Having given us the prelude in *The London Mercury*, we await the drama with interest:

HOBO

To be Sung softly by way of Prelude to a Drama of the Road

By Robert Nichols

Little we know how it is, nothing we know of the why,
Simply we shuffle, the road leads to the end of the earth.
Everything kicks us. We learn, and those who quit learning must die,
But the learning is all of the road and unriddles no riddle of birth.

The stars in their courses may set, the stars in their courses may rise,
We look at them and say nothing, not knowing their why or ours;
Only sometimes we feel there is beauty in all those eyes
Whether that beauty mocks or blesses our ways and hours.

But the wisdom we learn of the road, of folks that take and that give,
The virtue of defiance or love, though its cry be a mortal cry,
In this alone we find faith and by this alone we can live
Till the unquiet stars quit trooping the twilit road of the sky.

There are many the world over whose lot seems fortunate in summer, but whom the winter persecutes. *The Spectator* (London) shows us one such:

PEDLAR'S SONG IN AUTUMN

By Hamish Maclaren

Ah, 'tis well enough roving in a world of summer skies!
A pedlar might be merry then, and not be sore at heart,
With gold and silver trinkets for to match with laughing eyes,
And a little grey donkey and a high-wheeled cart.

A pedlar might be merry then—aye sure, as I have been,
A-questing down the country when hills are starred with flowers,
And all the woodland singing, and all the meadows green,
And never a lamplit window for to haunt his evening hours.

For then he'd walk with Wonder, but now, 'tis Sorrow old,
A far faint voice that follows him, that goes with him along,
And mocks him on the hillside, and in the valley's gold,
And sweet in roadside gardens filled with autumn robin-song.

'Tis all but him have dwellings, over all the shires
Over all of England, from sea to misty sea;
And men will come at twilight to their own hearth's fires,
And mice will build their winter nests beneath the wild rose tree.

Aye! 'tis well enough roving when the land is bright,
A pedlar might be merry then, before the swallow's flown,
With never a lamplit window for to haunt him thro' the night,
And he and his little donkey on the dark road alone.

If others have the art to do likewise, they might cheer up review columns. We quote as presented in *Public Opinion* (London):

IN OLD MEXICO—A REVIEW IN RHYME

"F. B.," in *The Daily Herald*, breaks into rhyme in his review of a Mexican romance, as follows:—

In '46, on an afternoon,
Lieutenant P. Delmar, a Yank Dragoon,
Said fare-thee-well to his sweetheart June,
But thought she had used him badly.
And though his rank he had just received,
Poor Phil felt more than a trifle peeved,
So up on his horse himself he heaved
And off'd to the wars quite sadly.

But after rendering timely aid
To Inez, a wondrous lovely maid,
Who all the lures of Old Spain displayed,
He speedily grew light-hearted;
And when his General bade him go
Safeguarding her into Mexico,
He went with joy, for he failed to know
His troubles right then had started.

With plots and mysteries, muskets, knives,
Cut-throat guerrillas, and fights for lives,
Our author, E. L. S., contrives
To rivet complete attention;
Yet after battles and storms of lead
Both June and Inez were far from dead,
But which of the two Phil Delmar wed
It wouldn't be fair to mention.

—*Rio Bravo*, a Romance of the Texas Frontier, by Edwin L. Sabin. (Hutchinson, 7s, 6d. net.)

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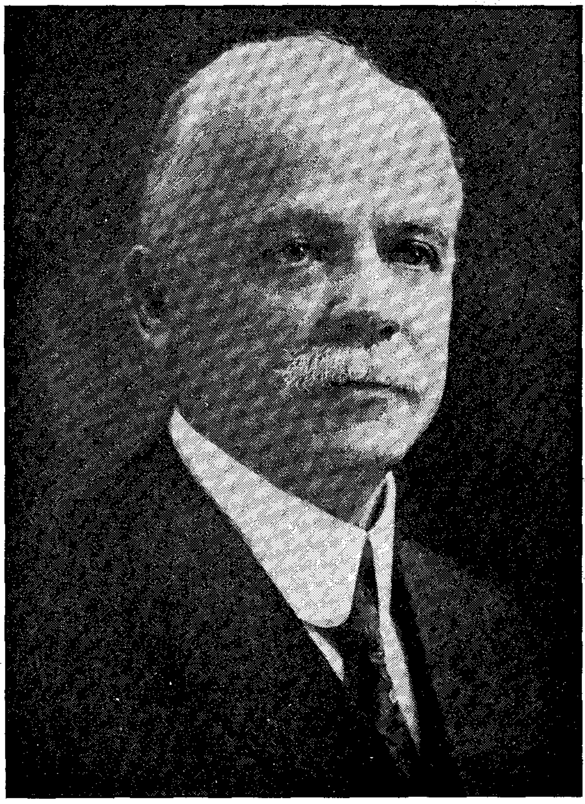
"THE SENATOR WHO HAS JAMMED SING SING"

TWENTY YEARS AGO, long before his name had been heard of "in those reeking barracks into which the sinister armies of the underworld have now retreated, roundly cursing it," Caleb H. Baumes, then an obscure Newburgh lawyer, was sitting in his tiny office when Benjamin B. Odell, Governor of New York, dropt in on him. His Excellency casually announced to the astounded Baumes, that he intended to have him nominated for the Legislature the next day. Whereupon Baumes admitted he hadn't given the matter much thought, but agreed to the Governor's injunction to "be up at the court-house to-morrow and give the boys a little spiel." And that is how the career of "the Senator who has jammed Sing Sing" began, according to A. Barr Gray, who writes the story in the New York *Herald Tribune* Sunday magazine. As other States have their crime problem, and the whole country is watching New York's radical experiment, this account of the father of the Baumes laws is of timely interest:



THE FATHER OF THE BAUMES LAWS

State Senator Caleb H. Baumes (pronounced "Bow-mes"), Nemesis of the New York underworld, is opposed as a general rule to the publication of his photograph, but this one was courteously furnished by his office for presentation to DIGEST readers.

Between the day when ex-Governor Odell informed Baumes that he was to represent the first Assembly District of Orange County in the State Legislature, and the March day this year, when his measures checked the onslaught of the underworld and made the business of crime decidedly unprofitable, there were many years of silent, untiring labor. First, it was on obscure committees of the Assembly, and then on the Codes Committee of the Senate.

Then came the era of what he is pleased to call "hold-ups—you know—pay-roll grabs, shootin's down," and Governor Smith suggested the appointment of a committee which Senator Baumes says was "to strengthen the law, get at these fellows and give 'em what was comin' to 'em." Four Assemblymen and five Senators were chosen, and they made Baumes their chairman.

"We found the criminal law had been left alone for many years, in so far as the people were concerned," he said. "What changes had been made were in the nature of a Chinese Wall to protect the criminal.

"We sent questionnaires to all the judges of the State, the district attorneys, sheriffs, detectives, chiefs of police and every one who had anything to do with the administration of the criminal law. Some of the answers we received were radical, some ridiculous, some impossible, and some were sane and sensible. Then we began to hold public hearings."

The results of those inquiries led last spring to the passage by the Legislature of those laws which are known as the Baumes laws; laws which have cemented the crevices in the Penal Code through which every artful lawyer sought to draw to freedom those depredators whose purses could be sapped. They are the laws which have nullified the efforts of unscrupulous politicians, and which have caused young drug-frenzied gunmen to assail the walls of the Tombs with a barrage of pistol fire, only to be repulsed after they had slain its principal keeper and his aid.

"Putting it in pretty homely language, what we were trying to do was this: First, help catch the criminal; second, keep him caught; try him quickly; convict him if guilty; hand him a sentence that fits the crime, and, finally, see that he serves that sentence."

Substantially, that is what the Baumes laws do. A bureau of criminal identification, under the supervision of the State Superintendent of Prisons, helps catch the criminal. That he may be kept caught, two bills have reorganized the system of bail bonds.

To try him quickly, a bill was passed enabling the prosecution to try collectively instead of individually gangmen who are accused of complicity in the same case. No longer can the felon "stall" his case by filing appeals. Heretofore that was the practise, and argument on those motions was sometimes postponed for a year. Mr. Baumes's laws limit the time in which an appeal may be filed to thirty days, and the writ must be argued within ninety days or it is automatically dismissed. The committee found records of men whose cases had been on appeal for ten years while they roamed the streets, committing new crimes, enjoying the liberty of bail.

"Hand him a sentence that fits the crime!" He who once prowled at night armed for murder, and was therefore guilty of burglary in the first degree, was liable under the old law to imprisonment for not less than ten years. The Baumes laws countenance no sentence less than fifteen years for the same crime. The brigand who goes armed upon the highways to commit robbery once faced a sentence of "not more than fifteen years." Political influence does not now avail, and the phraseology has been changed to read "not less than" fifteen years.

Let a man be thrice convicted of a felony and he is adjudged on his next conviction an habitual criminal. In that case, imprisonment for the rest of his life is the sentence under the Baumes laws.

"I wouldn't want the public to think I was a cruel, hard-hearted individual," Mr. Baumes told Mr. Gray. "I'm not. I think I have as much mercy as the average man. In fact, I think I have more. But, after I began to investigate the laws, I found they were wofully weak, and their administration wofully lax," and he went on to explain:

"We've always had an habitual-criminal act, but it doesn't seem to have functioned. I'm not anxious to fill the prisons with life-termers, but right here let me say this: If a man has been convicted of four felonies, do you think that means he has committed—even tho it would be bad enough—only four serious crimes? Not on your life! That would mean he had been caught and convicted in every crime he committed. Now you know the statistics prove that isn't the case.

"Finally, see that he serves that sentence." The law provides two types of sentences—indeterminate and flat. The first offender is sentenced to an indeterminate term, from five to ten years, for instance; the second offender, to a flat sentence, ten years, for example. The parole system that had grown up was functioning in such a way that a first offender served 60 per cent. of his minimum sentence only. By simply conforming to prison discipline one completed a "five- to ten-year" sentence

(*Continued on page 41*)

Guard Beauty and Health Jealously

Pyorrhea's appalling toll is 4 out of 5

FRANK BENSING 26

WILL radiant health and beauty ever be taken from you by that ruthless enemy—Pyorrhea? When you approach middle age will the alluring charm and vivaciousness of youth still be yours to enjoy? Or will you spend miserable hours before your mirror trying to hide tell-tale marks and regretting the price you must pay for self-neglect?

The odds say that you will . . . unless you take this precaution and learn the secret of keeping your mouth healthy.

This Enemy Reaps a Harvest

Pyorrhea exacts an appalling toll. Four persons out of five who pass the age of forty, and many before, become its pitiful victims.

Pyorrhea is a most uncompromising enemy. If let alone, it leaves a trail of havoc and ruin in its wake. It takes as its victims, youth, energy, health and beauty. Its poisons often lead to such serious diseases as neuritis, stomach trouble, rheumatism, anemia, nervousness, even facial disfigurement that makes beauty but a shadow. You can safeguard your precious health and beauty against this enemy.

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Forhan's for the Gums is a widely used scientific dentifrice that protects teeth and gums against the attack of grim Pyorrhea. This valuable preparation which prevents Pyorrhea or, if contracted, checks its course, is the formula of R. J. Forhan, D. D. S., a Pyorrhea specialist.

Prevention Easier Than Cure

Don't wait until your gums break down and shrink away from teeth which will then loosen in their sockets and fall out. Don't let Pyorrhea's poison creep through the system.

Keep your teeth clean and free from acid decay and your gums firm and healthy. Provide safe protection against dread Pyorrhea. Go to your dentist for a thorough examination and start using Forhan's for the Gums twice a day.

Forhan's is pleasant to the taste. Children soon learn to love it. Start them using it at an early age. They will thank you in later years.

Forhan's is insurance against Pyorrhea. It contains Forhan's Pyorrhea Liquid used by dentists everywhere. For this reason it costs a few cents more. A small investment that will pay you big dividends in health and happiness. All druggists. 35c and 60c in tubes.

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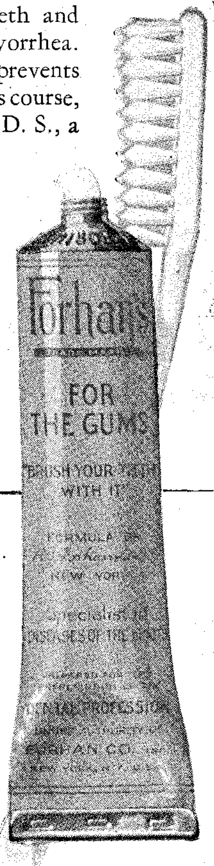
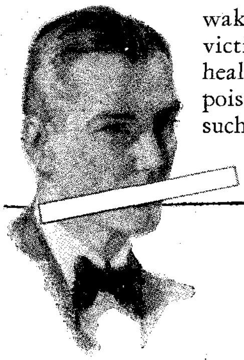
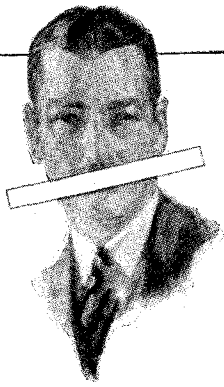
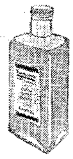
Forhan's
FOR THE GUMS
MORE THAN A TOOTH PASTE
...IT CHECKS PYORRHEA



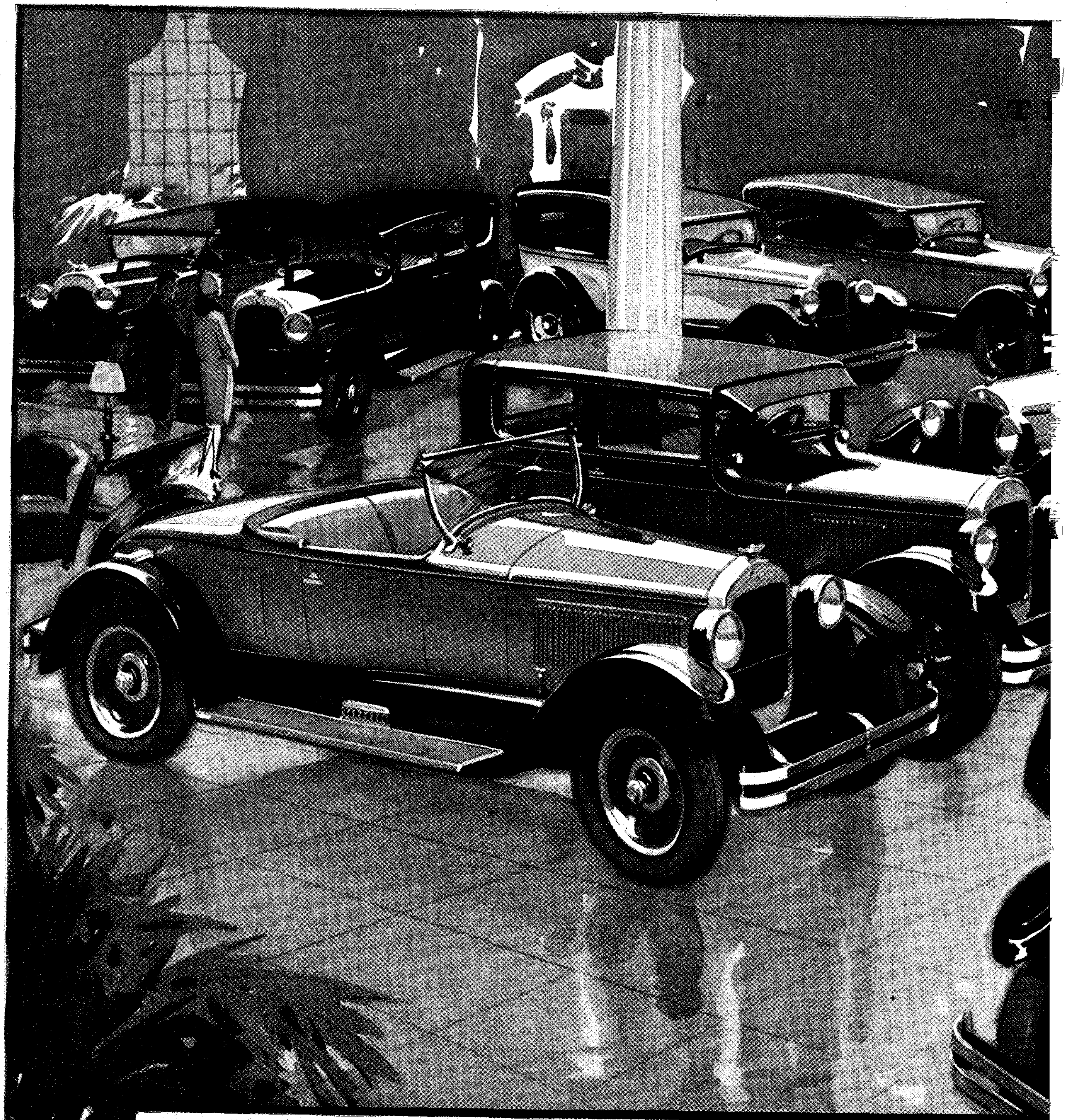






We'll Make This Promise

Everybody wants a sweet, fresh breath. If you try this new, odorless, refreshing Forhan's Antiseptic once, you'll never go back to ordinary mouthwashes that only hide bad breath with their tell-tale odor. Forhan's Antiseptic is a success. Try it.



Hupmobile Has Given a

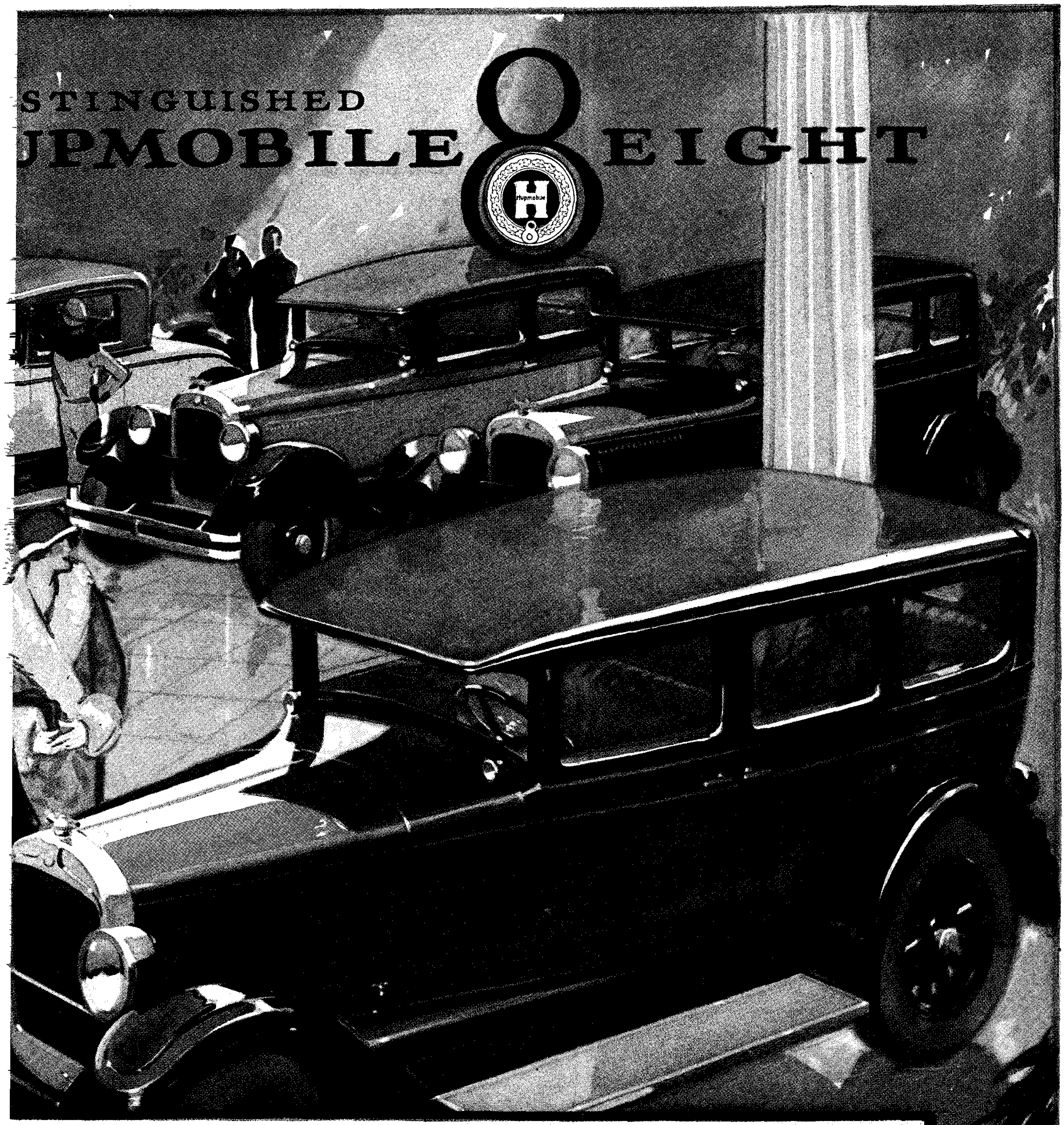
Eight-cylinder, Five-passenger Sedan—Distinguished in its beauty, inside and outside, as in its finer eight performance. The favorite family type, with roomy five-passenger accommodation. $2345

Eight-cylinder, Seven-passenger Sedan—No penalty in price or wasteful operation. For Hupmobile has established a basis of operating frugality hitherto unknown among eights. $2495

Eight-cylinder, Two-passenger Coupe, with rumble seat—Two inside, in rich comfort, and a rumble seat for two more in emergency. A body of beautiful design beautifully finished inside and outside. . . . . $

Eight-cylinder, Five-passenger Brougham—Not only smoothness and ease of the highest type; but co and convenience far beyond the degree usually fou this type. Beauty in design and in coloring. . $

Eight-cylinder, Five-passenger Victoria—Body d from one of America's leading custom builders, the finest of upholstery and an ample five-seat arr ment. . . . . $



Significance to the Eight

-cylinder, *Seven-passenger Sedan-Limousine*—For the
y which maintains a chauffeur and the family which
its own driving. Front compartment closed off or
n open in a moment. $2595

-cylinder *Roadster, with rumble seat*—Swift and
th as a fine eight should be. Rumble seat for two
id comfort. Golf bag compartment opening at side.
ble cushions removable for baggage or other bulky
es. Top detachable. $2045

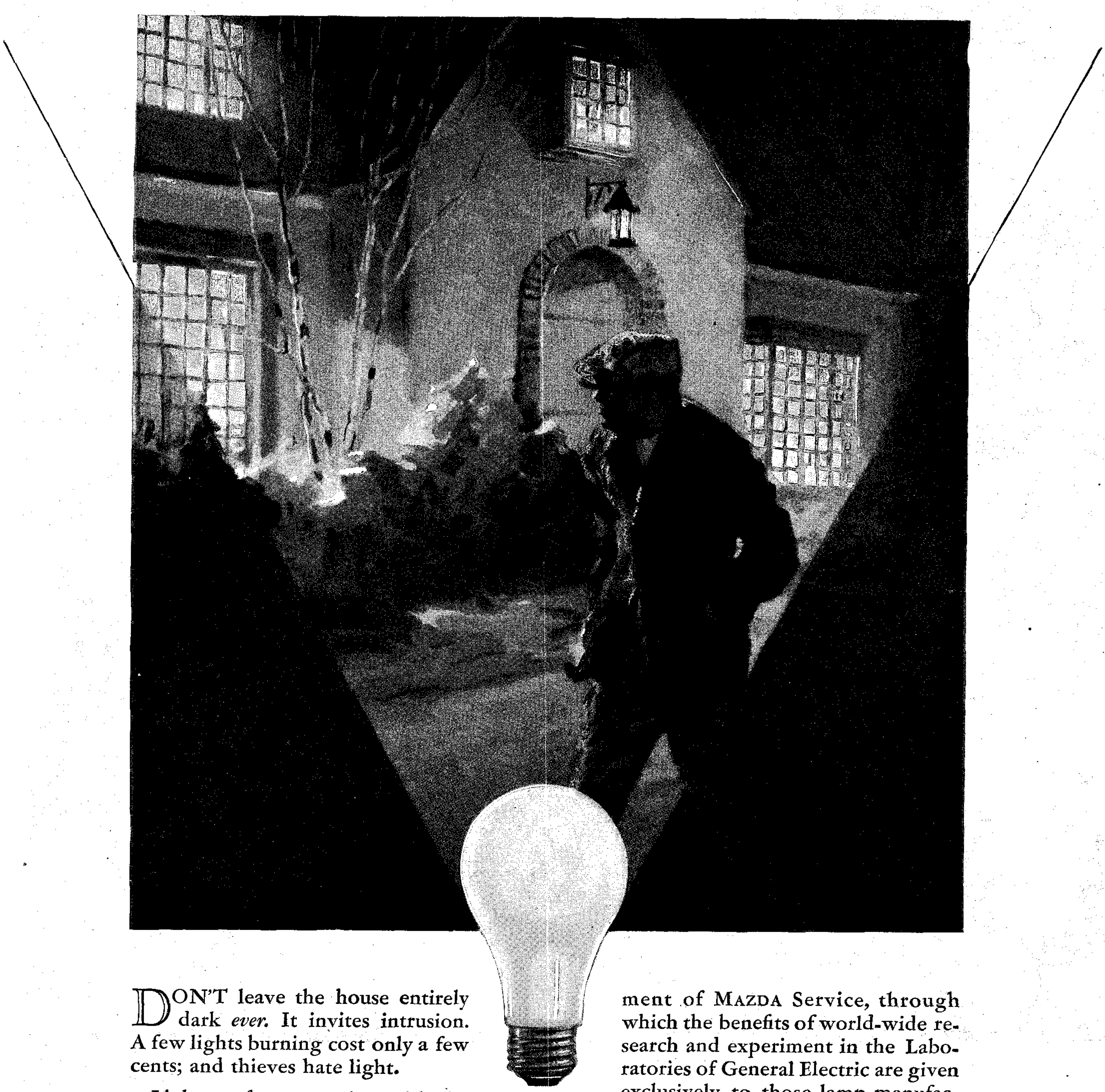
-cylinder, *Five-passenger Touring Car*—Larger, more
iful, more richly appointed than the price alone
would indicate. And an eight-cylinder car so fine that engineers find nothing to compare with it but an Italian car costing three times as much to import. . . $1945

Eight-cylinder, Seven-passenger Touring Car—An open car de luxe, with auxiliary seats that are really comfortable, even for long jaunts. $2045

Eight-cylinder, Sport Touring Car—Special colors and special equipment, such as wire or disc wheels, distinguish this car and enhance its design-beauty. $2045

All prices F. O. B. Detroit, plus revenue tax.

Light up.... for protection



DON'T leave the house entirely dark *ever.* It invites intrusion. A few lights burning cost only a few cents; and thieves hate light.

Light up for protection with the *new* Edison MAZDA* Lamps. They are more efficient, yet cost less than any type ever made before. They are frosted on the *inside,* realizing the long cherished dream of a lamp giving soft, diffused light without loss. They represent the latest achievement of MAZDA Service, through which the benefits of world-wide research and experiment in the Laboratories of General Electric are given exclusively to those lamp manufacturers entitled to put the MAZDA mark on their lamps.

Keep a supply of lamps on hand. Your nearest Edison MAZDA Lamp Agent will gladly help you select the right sizes for every fixture. He displays the emblem shown at the left.

EDISON MAZDA LAMPS

*MAZDA—*the mark of a research service*

EDISON MAZDA LAMPS

GENERAL ELECTRIC

(*Continued from page 36*)

> in three years. Now the entire minimum sentence must have been served before the Parole Board gets the felon's case for consideration. The second offender's sentence is now commuted but 16 per cent., two months a year, so that four years and two months of a five-year sentence must be served behind prison walls.
>
> Those are some of the reasons why Warden Lawes held his prison gates open late on the night of last June 30, so that a record number of felons might dash through the bleak gates and thus enter prison under the provisions of the old Penal Code, and not as it had been reformed by Mr. Baumes and his committee.

The Senator has no personal grudge against criminals, we learn from Mr. Gray. He was born on a farm in Bethlehem, Albany County, in 1865, and his quiet boyhood afforded no chance for personal contact with bandits. In 1886 he graduated from Fort Edward Collegiate Institute, and for six years taught school. Later—

> He moved to Newburgh and became bookkeeper for a wholesale provision house. Its pay-roll was never plundered nor was its cashier ever shot. Virtually the only excitement in its history was the day they elected Caleb H. Baumes its president. (Incidentally, he pronounces the name Bow-mes, with the accent on the first syllable.) His great-grandfather had come from France as "Baume" to settle Schoharie County, but the farmers in that part of the State tacked on an "s" with the passing of the years.
>
> Mr. Baumes did not remain president of the firm for long.
>
> "You see I didn't have any money in the business," he explained. "They just made me president. So I decided to quit and study law."
>
> "Quittin'?" stammered the officers. "Why, you can't do that!"
>
> "But I am doing it," persisted Mr. Baumes.
>
> Their protest ended in an agreement whereby Mr. Baumes was to reach his office every morning at 6:30, work an hour before taking the train to New York, spend the day studying law at New York Law School, and return in time to be in his office from four until six o'clock in the afternoon. That was his routine for two years, until he was admitted to the bar.
>
> And still no sensational encounter with the lawbreaker!
>
> "Were you defending criminals while practising law?"
>
> "No, no more than a general lawyer in a small city. You know, once in a while some man whose son got into trouble for the first time would come to you and ask you to defend him. You might try to send him to a criminal lawyer, but the man would only exclaim, 'Oh, no, I don't want any of those fellows for my son!' Then you'd defend him as a favor to the old man. But there weren't many of those cases."
>
> He married, when he was still teaching school, a young girl in the village of Coeymans, near which his father had a farm. Carrie S. Ten Eyck she was then. She is the mother of the Senator's two sons now, one of whom is past forty.
>
> Perhaps it has been the years at Albany. Perhaps it is his sixty-one years. It is of no consequence which, but his shoulders are stooped and his hair—what remains of it—has gone white. But his eyes, as blue as the sea, gleam from beneath bushy white brows, and in the movement of his body there is no indication that he contemplates retirement.

In answer to Mr. Gray's question as to whether or not he hoped to be a judge of the courts, he replied that his only concern is the reform of the penal laws, on which he works three days a week. On this point we learn:

> Now the commission is inquiring into alleged hardships of the laws they have sponsored, and are seeking information concerning their weaknesses. Already three judges—two in New York and one in Brooklyn—have complained against sentences they were obliged to impose under the Baumes laws.
>
> The commission visited Canada. "I asked a judge up there how it was there was so little 'big crime' in Canada," explained the Senator, "and he said, 'Well, the people of Canada are against crime and the criminal!'
>
> "That's it. The besetting sin of the American people is their indifference. It takes something like that hold-up in Elizabeth, on October 14, to wake them up!" Incidentally Senator Baumes recites crime dates and locations like the policeman who investigates them.
>
> "I've had people ask me, 'Ain't you pretty severe?' and I always say, 'I'll answer that by asking you a question. Don't these conditions warrant severity?'"
>
> The Senator has been informed that the police here blame recent sensational outbreaks of violence upon the severity of his laws. Felons, they say, will risk shooting their way out of trouble rather than face long terms under the Baumes laws. The youngster who gave himself up after killing two Brooklyn bluecoats was quick to admit that he feared incarceration for life under the Baumes laws, and had, therefore, sought to shoot his way to freedom.
>
> "I can see their point," agreed Senator Baumes, "but all these things go to show that the gunman is literally making a challenge to the country. Are we going to fight on, or are we going to give him his own way?"
>
> For the Senator's part, the answer is obviously "Fight!" The Legislature has appropriated $50,000 for his committee, and at the present rate they will have it well-nigh spent before that body again convenes at Albany. In the meanwhile, the eyes of the nation are focused on New York State and its Baumes laws to see if they are the answer to the problem of crime.

Criticism and defense of the Baumes laws were brought to a head by the action of County Judge Taylor, of Brooklyn, who took the extraordinary step of going before the Appellate Division of the Supreme Court, "to defend the judicial right of exercising discretion in sentencing repeated offenders, who under the Baumes laws must receive life imprisonment." As the Pittsburgh *Sun* expounds the matter editorially:

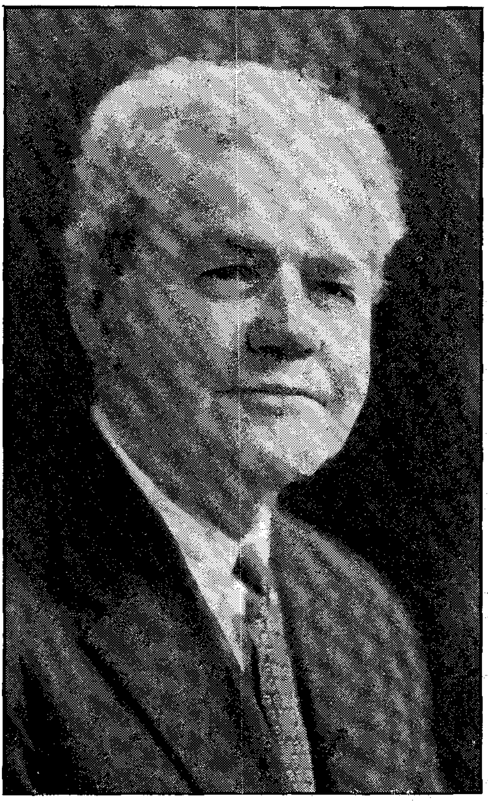
> A Brooklyn judge had before him for sentence the other day a thief with three previous convictions, but instead of sending him up for life, condemned the man to serve only three years; whereupon the district attorney had a writ of mandamus issued requiring the judge to resentence the prisoner to a life term. The judge appealed and argued the case in person before the Appellate Division of the Supreme Court last week. To the layman his argument seems weak.
>
> The contention, that the use of the word "shall" in the statute can not be construed as making it mandatory on the judge to impose life sentences in cases like that in question, but merely authorizes him to do so if he sees fit, can hardly be taken seriously.
>
> One can respect the judge's unwillingness on conscientious grounds to impose a life sentence under the circumstances; tho when the statute says he shall do so, it is hard to see why he should think the responsibility rests on him. It rests on the Legislature that enacted the statute, or in a wider sense on the people of New York State. If the judge considers it moral cowardice, as he intimated he did, to sentence the defendant to a longer term than he regards as just, the proper course for him to pursue is to resign from the bench.
>
> But is it unjust to impose a life term on a criminal who has been found guilty of felonies four times? Not if the leading penologists know what they are talking about; for they take the view that such a convict is in all probability a confirmed malefactor whom it is hopeless to reform. Criminals are of two kinds, they say: those who ought never to be put in prison, because they are not inherently bad, but have committed crime more or less accidentally and can be redeemed and made useful members of society, and those who ought never to be left outside of prison, because their minds are hopelessly warped, and it is as futile to try to wean them from criminal pursuits as to seek to change the nature of a rat. If the theory is tenable, surely men who have been convicted of serious crimes four times are not to be trusted. The protection of society demands that they be incarcerated for the rest of their days.

The case referred to above was decided against Judge Taylor by the Appellate Division of the Supreme Court, which, we learn from the New York *Sun*, "upheld the position of District Attorney Charles J. Dodd in connection with Judge Taylor's refusal to recall from Sing Sing prison a man sentenced to a three years' term for resentence to a life term, under the provisions of the Baumes laws." The decision of the Court is quoted in part as follows:

> "Peremptory mandamus order affirmed, without costs. Under Section 1,943, Penal Law, in effect July 1, 1926 (the Baumes laws), when the District Attorney presented to the County Court an information that Simmons had been convicted four times of felony, it was the duty of the County Court in which the last conviction was had to cause Simmons to be brought before it and to inform him of the allegations in the information and of his right to be tried as to the truth thereof, according to law, and to require Simmons to say whether he is the same person as charged in the information or not.
>
> "It was not within the province of the County Court to anticipate any of the questions that might be raised when Simmons was brought before it. Since the information contained the essential facts it was the duty of the Court to cause Simmons to be brought before it."
>
> Judge Taylor said he would file an immediate appeal against this decision. Such an appeal would act automatically as a stay.

THE LAST OF BARNUM'S CLOWNS

WHEN QUEEN VICTORIA unexpectedly turned up at "the Greatest Show on Earth," in the last week of its London season, the optimistic Mr. Barnum did not hide the joy that filled his showmanlike breast. The royal box had hitherto been unoccupied, "despite the efforts and wire-pulling exerted by P. T.," relates Robert Edmund ("Bob") Sherwood in his recollections of an old circus clown ("Here We Are Again": Bobbs-Merrill), and "we had about given up hope that our desire would be gratified, when an imposing-looking envelop bearing the royal seal was delivered to the box-office by the Royal Equerry, resplendent in a gaudy uniform trimmed with gold lace." The enclosure was a notification that Her Majesty the Queen, His Royal Highness, the Prince of Wales, and the ladies and gentlemen of the Royal Household would graciously attend the performance on the following afternoon. As for the Prince of Wales (afterward King Edward VII), he would doubtless have preferred coming to the circus unannounced, remarks Mr. Sherwood (who was to play a conspicuous part in that performance), for "our star bronco-buster, Bucky Taylor, often met him while both were riding in Rotten Row, and the Prince unfailingly halted him to listen to Bucky's discourse on horses in general and broncos in particular." Indeed, we learn that "Bucky had it all framed up to take a led bronco with him some morning, as the Prince had express a desire to ride one; but our equestrian director got wind of it and put a stop to it"—whereby the royal succession may have been saved from an untimely diversion, for the bronco chosen by Bucky Taylor for the Rotten Row experiment was Old Steamboat, "the meanest piece of horseflesh ever foaled." Mr. Barnum communicated the royal announcement to the company, and "much excitement prevailed—everybody got out his other shirt and put an extra polish on his celluloid collar." Moreover, "for an hour before the distinguished guests arrived there was almost a fight for peeping places of advantage." Before the grand entry, the circus people were assembled and "duly admonished as to their behavior" while doing their acts. "Remember," they were told, "do not approach closer than twenty feet to the royal box. Be sure to salute the royal party before and after you enter the ring," and so forth. All of which was obediently observed by all the sawdust artists save one—the licensed jester, the incorrigible clown, Bob Sherwood himself, who now tells the story. He had read that court fools of olden time "were accorded a license not given to others of the royal attendants," and he burned with ambition to live up to the artistic traditions of the laugh-maker's calling. "Glancing over to where Mr. Barnum was standing at the music-stand," he relates, "I saw that my every movement was being watched, but I remembered the old adage, 'Fools rush in where angels fear to tread.'" And so—



A CLOWN OF MANY FRIENDSHIPS

Bob Sherwood as he is to-day, ever adding new friends to the roster of his old ones, which embraced Mark Twain, Barnum, Jim Fisk, Dan Rice, Tom Thumb, and many other notables.

Walking over to within ten feet of the box, I grotesquely pantomimed the cleaning of my hands by vigorously rubbing them on my costume. Putting on my most engaging grin, I walked right up to the box and suddenly proffered my hand to the Queen.

It was a tense moment. Out of the corner of my eye I could see Mr. Barnum jumping around like a chicken on a hot griddle; for about two seconds my heart was in my mouth. The Queen, however, fell into the humor of the situation, and most graciously extended her hand, which I took lightly in mine, the incident bringing thunderous applause from a packed house. Turning quickly, I ran to the ring bank, airily kissed my finger-tips first to the royal party, then to the audience, and jumped into the ring for my act. Mr. Barnum was so upset that he would not allow me to go on again that afternoon. He was pleased at the outcome, but said, "If you go on again, how do I know you won't invite her out to dinner?" The Queen was such a motherly looking lady that had I been a hungry child I should not have hesitated to ask her for a piece of bread and molasses.

Of the great "P. T.'s" resourcefulness as a showman we are given some amusing examples:

Our London engagement had begun shortly after Henry M. Stanley's return from his last trip to Africa. The great explorer was then giving a series of lectures on his experiences in the Dark Continent. A number of these lectures were attended by Mr. Barnum and Tody Hamilton. Mr. Stanley told of the royal reception given his party by Marimba, king of one of the principal African tribes. The royal band played on instruments fashioned from hollow logs of various lengths and sizes, each log sounding a different note when struck by a wooden mallet in the hand of the musician. The result was the production of music so weird and wild as to startle one hearing it for the first time. This description gave "P. T." an idea for a novelty which he proceeded to work out, saying nothing to any one until he had it perfected.

When the circus went on tour through the States the following season, Mr. Barnum had his new idea ready to spring on the unsuspecting and credulous public. With the assistance of a few musicians and a metal worker he concocted an instrument very similar to the xylophone, and had a tinsmith manufacture tone amplifiers for each metal bar.

Next he produced three very black negroes having some musical genius, and coached them in the rudiments of playing the instruments.

By the time the circus was ready to open they were fairly proficient in evoking a number of quaint and queer-sounding chords from the noise-maker.

The next step was the making up of the darkies to represent dusky warriors from darkest Africa. This he did by shaving portions of their scalps and putting a ring in each of the noses. He finished up by draping skins of animals over their seminaked bodies. The negroes, Bowery bred and born, entered into the spirit of the joke, learning a lot of guttural jargon which meant nothing to any one, but lent an atmosphere to the performance.

When all was in readiness, they were placed in the menagerie top, between the cages of some African animals, and this further heightened the effect. In a large banner over them Mr. Barnum described the spectacle as the Royal Marimba Band. Brought to England by the celebrated explorer, Henry M. Stanley, by special permission of King Marimba of Africa, and engaged by Barnum's Asiatic Caravan and Museum of Wonders at an enormous salary.

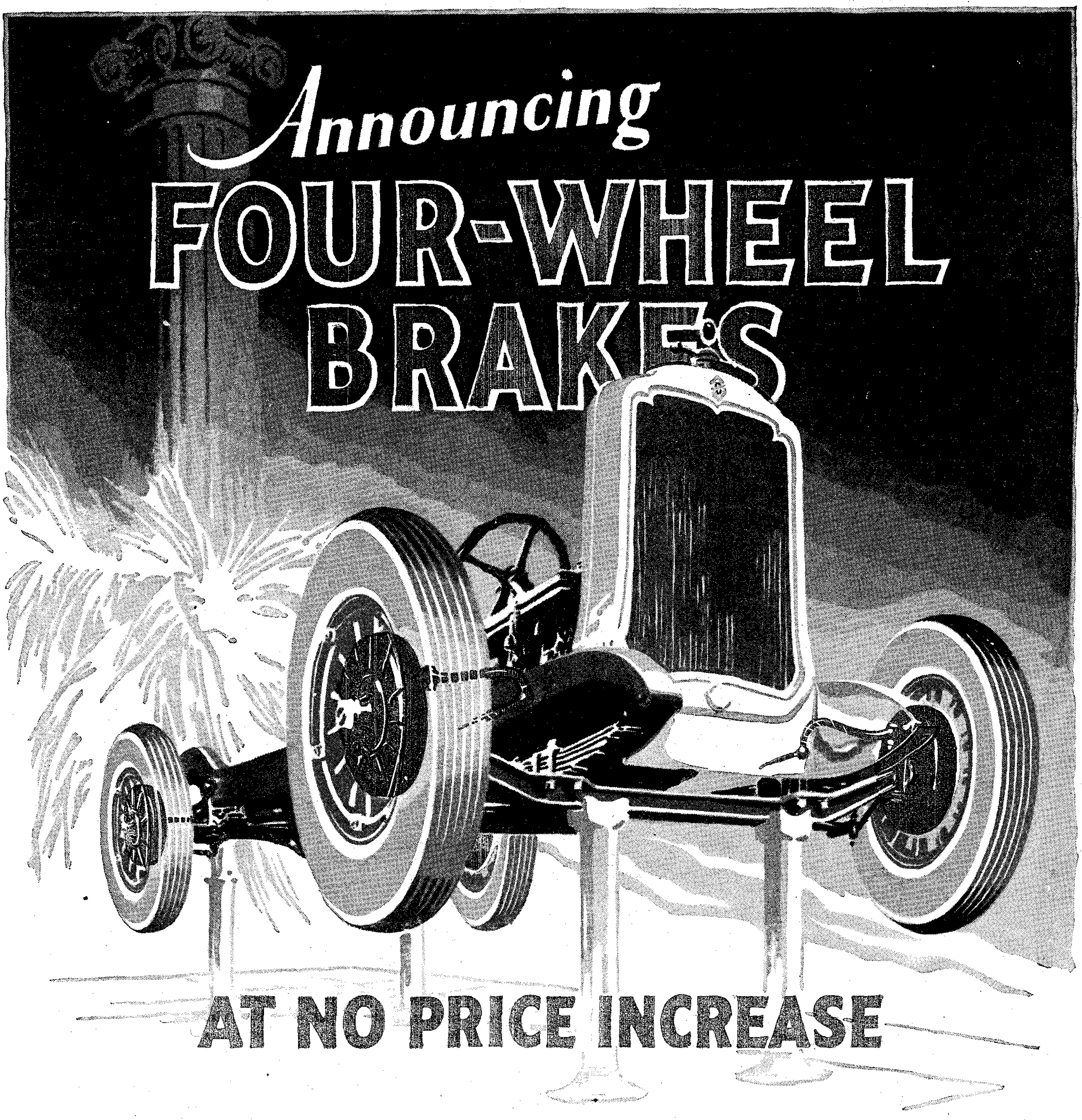
The feature was a big success. All the newspapers along the route devoted columns to its description, and, thereafter, the "Marimba" band became a fixture with at least half a dozen other tent shows.

For several weeks everything went along very smoothly. Suddenly the "musicians" began to show a lack of interest in their work, which increased to such an alarming extent as to induce "P. T." to inquire the reason.

"Well, Mistah Bahnum, dis work is too lonesome," said one.

"Too lonesome? What do you mean? Explain yourself."

"Well, you see, Mistah Bahnum, we isn't allowed to speak to any cullud ladies in English, and they thinks we is poh African idiots and won't have nothing to do wif us a-tall. Wif ouah hair all fussed up freakish like dis, you-all can't blame 'em. Now if you-all will buy us some wigs what we can weah out to pahties



Crankcase Ventilation, Oil Filter, Dual Air Cleaning, Two-Way Cooling, Harmonic Balancer...item after item...and now—large (30x5.25) Balloon Tires and *Four-Wheel Brakes!*

Thus Oldsmobile adds to its imposing array of new features of known value and improvements of demonstrated worth. Thus Oldsmobile keeps faith with its policy pledged to progress.

Today, more than ever before, no matter what car you favor or what you are willing to pay... you owe it to yourself, your pocketbook and your sense of satisfaction to see and drive this Oldsmobile.

OLDSMOBILE SIX

Product of General Motors

after de show, and allow us to talk when we isn't wuking, we sticks—otherwise we quits heah and now."

The wigs were furnished, and the strike of the "Marimba" band was averted.

Mr. Barnum was positively uncanny in his originality.

The well-known temperance principles of the great showman presented a shining mark for the shafts of his irrepressible factotum, Tody Hamilton, and Mr. Sherwood cites this example:

A party of ten, which included Mr. Barnum, Tody Hamilton, Capt. Nate Salsbury and myself, were dining one night in Delmonico's at Ninth Street and University Place, New York City. During the dinner, the wine was passed; when the waiter came to Mr. Barnum, he put his hand over his glass with the remark:

"No, thanks, I never touch it."

"I wish I could say that," said Captain Salsbury.

"Well," said Tody Hamilton, "why don't you? P. T. *said* it."

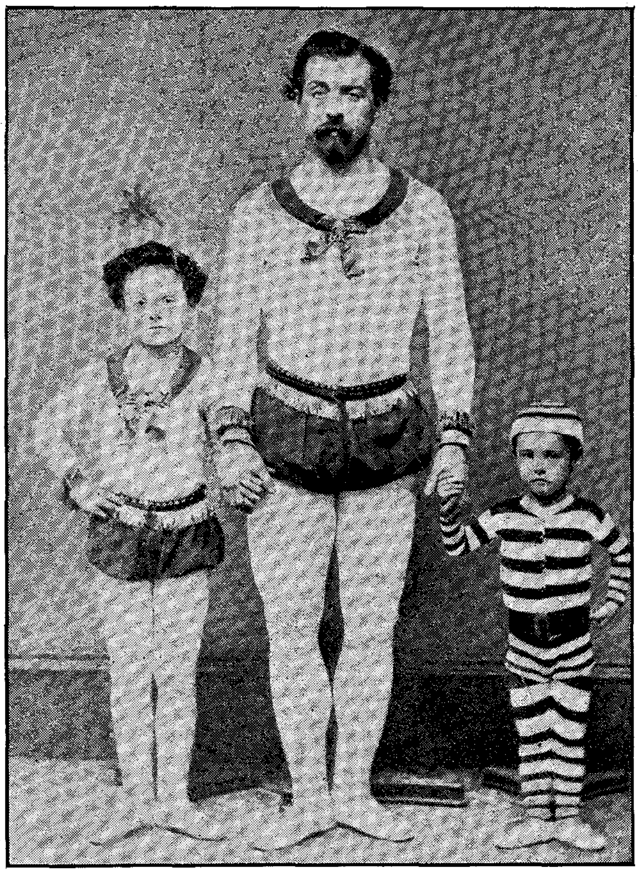
The wine joke rankled in Mr. Barnum's breast. He was very touchy about his pet hobby.

Shortly after, an opportunity came to get even. It was well known to all the members of P. T.'s official family that he had strong hopes of one day finding a singer who could compare favorably with Jenny Lind, the famous Swedish Nightingale.

No one was more energetic in this search than Tody Hamilton. When not on duty he was constantly prodding around music-halls, burlesque and concert shows hoping to uncover a musical prodigy. One morning he bounced into P. T.'s presence in a great state of excitement and began to describe enthusiastically the wonderful voice of a singer he had heard on the previous evening, at a performance of "The Black Crook." Mr. Barnum was very skeptical of Tody's ability as a vocal critic, but, nevertheless, agreed to hear the young lady sing on the following evening.

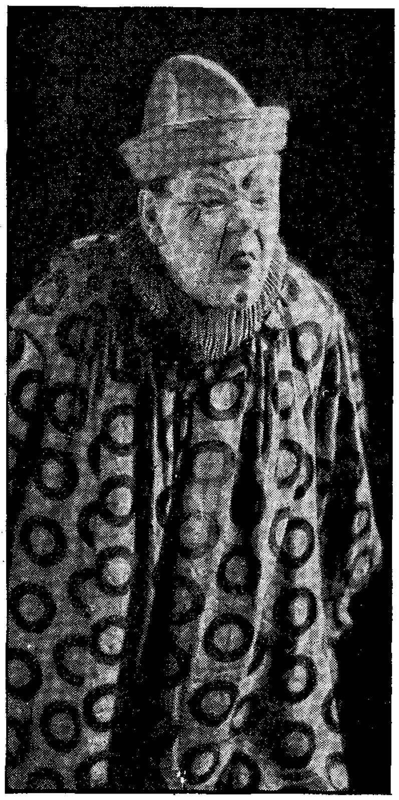
Promptly at eight-thirty the next night, Mr. Barnum, Mr. Hamilton, and several gentlemen recognized as musical critics, were ushered into a box at the theater where the young lady in question was filling an engagement. Her number finished, without an encore, the lady bowed herself off the stage with very meager applause.

Mr. Barnum concealed his disappointment behind a mask of imperturbability.



THREE CLOWNS THAT BEAT TWO PAIRS

On the reader's left is Bob Sherwood at nine, when he was apprenticed to Dan Rice. The big and little figures are those of Frank Lacardo and Japanese Tommy. Copy of a daguerreotype made in 1867.



A "HIT" AT TWENTY-ONE

'Twas at that age that Bob Sherwood first sang his famous clown song, "Caroline"—and here he is in the act.

"There!" excitedly exclaimed Tody. "What do you think of her? Didn't I tell you she sang like a nightingale?"

"Yes," laconically replied Mr. Barnum, "she sang like a night-in-jail."

"P. T. Barnum's Great Roman Hippodrome" was built upon a famous New York site which is now an abysmal hole in the rock-bottom of Manhattan Island (overlooked by the DIGEST office windows, by the way), in preparation for the rearing of a monumental skyscraper. Of the "Great Roman Hippodrome," Mr. Sherwood tells us:

It occupied the entire block bounded by Madison and Fourth Avenues, Twenty-sixth and Twenty-seventh Streets, New York City. On this site, Madison Square Garden stood later. The building was of brick, 426 feet long, 200 feet wide, and 28 feet high, cased with iron. The incline for seats was covered with asbestos, while the floors were of cement. The ring was 84 by 270 feet, the center being decorated with fountains, statuary and flowers. Among the foyer decorations was a sago palm over one hundred years old, brought from Mount Vernon, the home of General George Washington.

The track on which the races were run was thirty feet wide, and a fifth of a mile in length. William C. Coup was the general manager and Samuel H. Hurd acted as treasurer. Across Fourth Avenue stood the old Libby and Washington Hotels. Room and board could be obtained at either for twenty-one dollars per week. The performance embraced a Congress of Nations, chariot, hurdle and Roman standing races. One of the features was Monsieur Joignerey, who concluded his act by lifting two horses while suspended from a trapeze.

Naturally opinions differ as to who was the greatest showman. Here and now I wish to declare myself emphatically in favor of the versatile and enterprising Phineas Taylor Barnum for that honor. I consider him the greatest genius that ever conducted an amusement enterprise in this country, a man of superlative imagination, indomitable pluck and artistic temperament. For nearly twenty years I had an opportunity to study him at close range, and never once did I see him falter in anything he set out to do. I did not appreciate him then, but I can now see that he possest talent far greater than any man in his line—living or dead.

People liked him and followed him, even when they knew he was humbugging them. I grant that many of his freak offerings were humbugs, but they were always harmless. What harm was there in the "woolly horse," the "Feejee Mermaid," or the "Sacred White Elephant from Siam"? The greater the fake, the more people laughed; the more they laughed, the better the advertisement.

Who is the showman to-day, demands Mr. Sherwood, that can deliver a sermon from the pulpit, give a lecture, or be elected to represent his district in the Legislature? And he goes on:

Mr. Barnum was as much at home in the presence of royalty as in the company of plebeians. Thousands of people appreciated him more for his moral character, his charity and his charming personality, than for the exhibitions he gave. He was a fine robust-looking man. I would not call him handsome—but he had a smile and a gentle sympathy that made friends all over the world. Time and time again I have seen him pacify

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Health, Energy, Ambition

This simple food conquers constipation, corrects skin and stomach disorders in an easy, natural way

NOT a "cure-all," not a medicine—Fleischmann's Yeast is simply a remarkable fresh food.

The millions of tiny active yeast plants in every cake invigorate the whole system. They aid digestion—clear the skin—banish the poisons of constipation. Where cathartics give only temporary relief, yeast strengthens the intestinal muscles and makes them healthy and active, daily releasing new stores of energy.

Eat two or three cakes regularly every day, one before each meal: on crackers, in fruit juices, water or milk—or just plain, in small pieces. *For constipation dissolve one cake in hot water (not scalding) before meals and at bedtime. Dangerous habit-forming cathartics will gradually become unnecessary.* All grocers have Fleischmann's Yeast. Buy several cakes at a time—they will keep fresh in a cool dry place for two or three days.

And let us send you a free copy of our latest booklet on Yeast for Health. Health Research Dept. A-91, The Fleischmann Company, 701 Washington Street, New York.

"I BECAME VERY RUN DOWN. As a ballet dancer the demands upon my energy were too great. I suffered from loss of vitality. After a performance I would be so tired I could hardly walk. I was advised to try Fleischmann's Yeast. I did so. In a few weeks I noticed a remarkable improvement. Now my energy is completely restored and I feel well in every way."

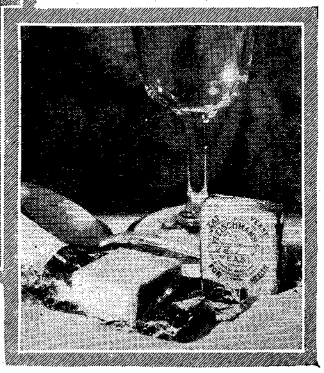
Harriette G. Bendle, New York City.

"FOR MANY YEARS I SUFFERED FROM CONSTIPATION, due to my constant traveling. I am something of a soldier of fortune, having lived in every country of the planet. A friend in the Antipodes advised Fleischmann's Yeast. Those cakes kept me in the pink of condition and my constipation is gone."

Thomas Stapleton, San Francisco, Calif.

"FOR THIRTY-FIVE YEARS I HAD BEEN A VICTIM OF INDIGESTION. Then I began eating three cakes of Fleischmann's Yeast regularly every day. In two weeks I began to improve and now I can indulge myself with *anything* I wish to eat."

J. A. Ritchey, Baltimore, Md.



THIS FAMOUS FOOD tones up the entire system—aids digestion—clears the skin—banishes constipation.

Good
HOT WATER
and plenty
of it

That's what you want a water heater for; and that's what you get in a Humphrey Automatic—hot water immediately every time you turn a faucet and in any amount you desire.

But with a Humphrey Automatic you also get *a lifelong vacation* thrown in. The day your Humphrey comes, you quit doing all the things you have to do now to maintain a half-hearted, haphazard hot water supply.

A Humphrey Automatic is operated and controlled entirely by the simple process of turning the faucets. Everything else is automatic.

Inexpensive to Buy
Inexpensive to Use

Humphrey Automatic hot water service is not costly. You get a generous abundance of hot water *at less cost per gallon* than you pay right now. Here is the most economical method of water heating known.

There is a Humphrey Automatic of just the right type and capacity for your home. Your gas company or plumber will give you details, or better yet, write us for booklet of interesting information and name of dealer who can serve you.

HUMPHREY COMPANY
KALAMAZOO, MICHIGAN
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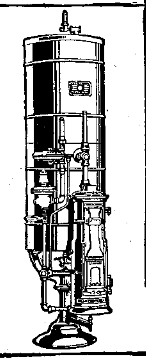
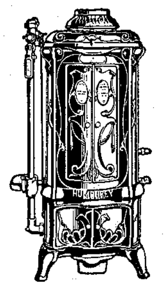
HUMPHREY
Automatic Gas Water Heaters

Humphrey Storage System—maintains a *continuous supply*





Humphrey Type-A Automatic—heats water *instantly* as it flows

Humphrey Company,
Kalamazoo, Michigan
Send me your booklet, "Humphrey Hot Water Service—Why, Where, When, How?"

Name ....

Street ....

City .... State ....

Just mail this coupon

PERSONAL GLIMPSES
Continued

belligerent men and women, who, for some fancied grievance, had threatened to do all sorts of things, from bringing civil action to inflicting bodily injury. Quite often he rode in the parade. On such occasions, "There's Barnum! Hurrah for Barnum!" would be heard all along the line. A glimpse of Barnum was deemed equivalent to seeing any of the big features of the show.

He possest the true Yankee spirit of trade. In the game of barter and sale, he was a past master, except when it came to buying and selling horses. One of his friends commenting on his energy said, "If he was shipwrecked and thrown on a desert island, he would try to sell maps of the island to the inhabitants." There were no press agents in Mr. Barnum's day. He acted as his own, and there never was a better. He knew the value of printer's ink and the men who used it. The best thing I think he ever got over in print was the story of the elephant which was put to plowing on his estate near Bridgeport, Connecticut. Keeper and elephant were stationed on a six-acre lot which lay close beside the tracks of the New York and New Haven railroad. The man was furnished with a time-table of the road and given instructions to be busily engaged in plowing, whenever passenger trains passed. The act made a sensation, and the showman gravely announced that he intended to introduce a herd of elephants to do all his plowing and heavy draft work. Editors of agricultural papers all over the United States came to Bridgeport to interview Mr. Barnum as to the value of the elephant to the farmer. Two questions were invariably asked: "How much does he eat, and how much does he draw?" "Draw?" replied Mr. Barnum. "He can draw the attention of millions of people to the Greatest Show on Earth."

It seems passing strange that no public-spirited citizen has conceived the idea of erecting a bronze bust or life-size statue of the man who provided pleasure for the masses in a degree unattained by any other American citizen.

So much has been written and so much has been said about P. T. Barnum, that there is very little left to be added that is true. At regular periods some one feels an impelling urge to bombard the memory of Barnum by writing something untrue about the greatest showman that ever lived. "There's a sucker born every minute," is a slang phrase always attributed to Mr. Barnum. The great impresario never express himself in this manner. Primarily, the word "sucker" as a slang slogan was not in use during Barnum's lifetime. His favorite expression was "the American people like to be humbugged." Another untruth usually dragged into these stories is the declaration that he was a libertine, and consequently lived unhappily with his family. These scurrilous and scandalous assertions are made for sensational reasons only and embrace not a trace of truth. There never lived a man more lovable in his family than Mr. Barnum. Their comfort and care was his first consideration. In all his public and private life there was not a scintilla of scandal, and he was honored and respected by men and women in every walk of life.

The idea of putting out a traveling railroad circus did not originate with Mr. Barnum. It was conceived in the mind of W. C. Coup, one-time manager of Barnum's Hippodrome, who was appointed manager of his first circus, which was established in 1873. The outfit carried, in addition to the conventional acts, a museum and a gallery of pictures and statuary, the whole being billed as "the last crowning triumph of my managerial career."

Don Castello was the premier pantomimist and jester. The roster also included D'Atalie, the first iron-jawed man, Romeo Sebastian, principal equestrian, Mademoiselle Zazel, the human cannon-ball, and Fred and Madame Aymar, clever comedy readers.

FRED AND EDDIE STONE

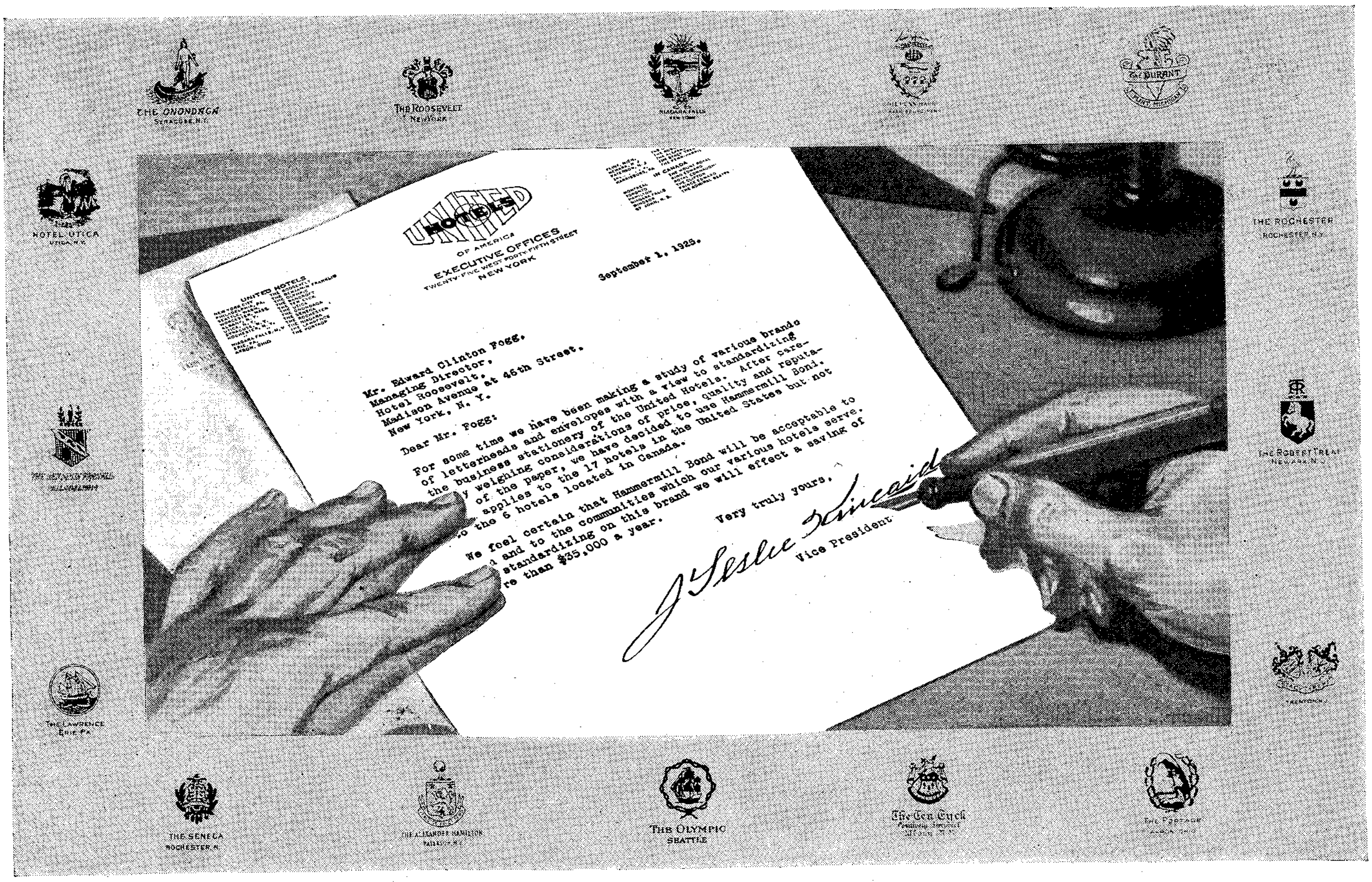
The old clown's pupils—he taught them the rudiments of acrobatic work, and this is their first professional photograph.

No description of Barnum's first circus can be considered complete without mention of Ben Lusbie, the lightning ticket-seller, whose achievement in disposing of 6,000 tickets per hour was one of the sensational features of the free show. The tickets were made of heavy card-board and could be handled much quicker than those in use at the present day. The admission fee was fifty cents, and tickets were given gratis to purchasers of the "Life of P. T. Barnum," reduced from three dollars and fifty cents to one dollar and fifty cents. The old boy exploited every source of revenue.

How little Bob Sherwood ran away from home to join the circus, under the egis of the famous clown, Dan Rice, is thus unfolded in the first chapter:

On the morning of the arrival of the circus, I had been sent to town to sell some cherries that were wrapt in a neat, white cloth.

I had received strict instructions not to idle my time away waiting for the parade, but to return immediately, as I was needed to help weed the garden. Being ordered to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The Ten Eyck
THE PORTAGE

UNITED HOTELS OF AMERICA
EXECUTIVE OFFICES
TWENTY-FIVE WEST FORTY-FIFTH STREET
NEW YORK

September 1, 1925.

Mr. Edward Clinton Fogg,
Managing Director,
Hotel Roosevelt,
Madison Avenue at 46th Street,
New York, N. Y.

Dear Mr. Fogg:

For some time we have been making a study of various brands of letterheads and envelopes with a view to standardizing the business stationery of the United Hotels. After care-
y weighing considerations of price, quality and reputa-
of the paper, we have decided to use Hammermill Bond.
applies to the 17 hotels in the United States but not
o the 6 hotels located in Canada.

We feel certain that Hammermill Bond will be acceptable to
d and to the communities which our various hotels serve.
standardizing on this brand we will effect a saving of
re than $35,000 a year.

Very truly yours,

J Leslie Kincaid
Vice President

Does it pay to *standardize* on letterheads and envelopes?....*"It does"*.. say the United Hotels

IN almost every business there are certain extravagances that have a way of escaping detection. Often they hide away under the general heading, "Office Supplies" and particularly under the items, "Letterheads" and "Envelopes."

Sometimes your letterheads and envelopes are too expensive for the purpose. Sometimes they are printed on different brands and qualities of paper according to the preferences of various executives and various units in your organization. Either of these situations is costly. Both deserve careful scrutiny. For when you can standardize on a single brand and quality of paper for business correspondence and for other business forms, you are certain to effect a worth-while saving.

About a year ago the United Hotels of America decided to study the business stationery of their seventeen American hotels. They found too many brands and qualities of paper, too many prices. They decided to standardize on Hammermill Bond—and the estimated saving was $35,000.

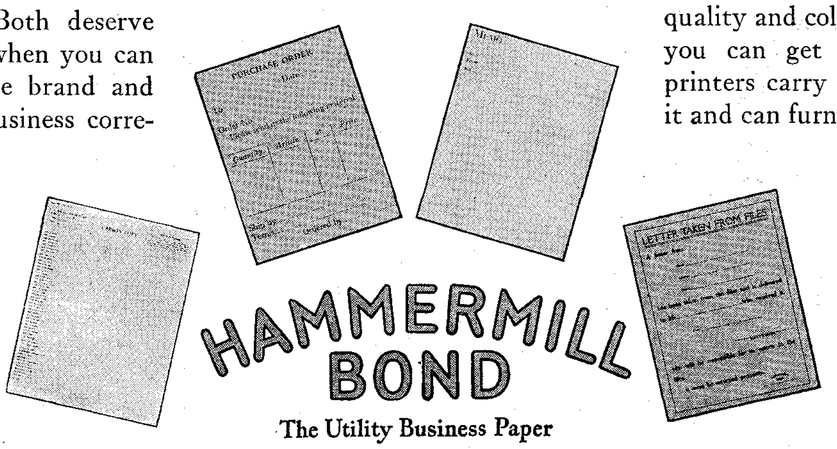
Use Hammermill Bond for all your printed forms

Envelopes and letterheads are just two among dozens of business paper requirements for which Hammermill Bond is ideally suited. Hold to the light some of the printed forms that you encounter in the day's business—order blanks, statements, memorandum blanks, price sheets, deposit slips, invoices—and you are sure to find a large percentage watermarked "Hammermill Bond."

Hammermill Bond comes in twelve colors and white. It is priced reasonably. It is tough enough to stand a lot of handling. It is properly surfaced for typewriting, handwriting, printing and carbon copies.

When you purchase Hammermill Bond you get a paper of uniform quality and color. When you want it you can get it promptly. Many printers carry it in stock. All know it and can furnish it quickly.

Let us send you our helpful Working Kit of printed forms, together with samples of Hammermill Bond. No charge is made, but please write on your business letterhead. Hammermill Paper Company, Erie, Pennsylvania.



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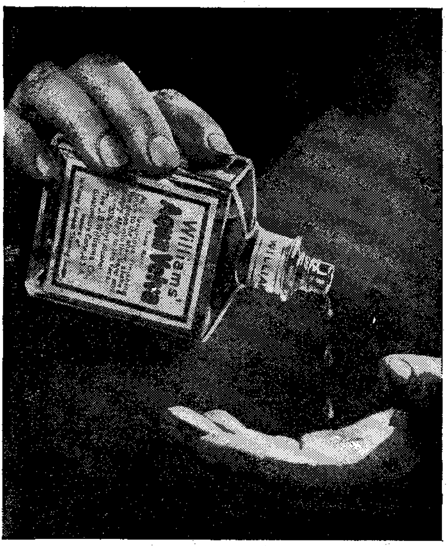
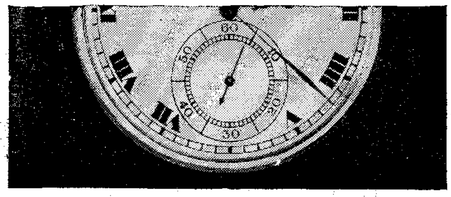


9 drops—4 seconds



All-day After-shaving Comfort

After shaving your face needs more than a quick rinse in water. The needed natural moisture of the skin must be retained for all-day face comfort. Aqua Velva *conserves* the natural moisture of the skin.

Gives 5 after-shaving comforts

1. It tingles delightfully when applied.
2. It gives first aid to little cuts.
3. It delights with its man-style fragrance.
4. It safeguards against cold and wind.
5. It conserves the needed natural moisture in the skin. Aqua Velva keeps the skin flexible and smooth all day long—just as Williams Shaving Cream *leaves* it.

Send the coupon or a postcard for a generous test bottle FREE. The large five ounce bottle at your dealer's is 50c (60c in Canada). By mail postpaid in case he is out of it.

Williams Aqua Velva

for use after shaving

MADE BY THE MAKERS OF WILLIAMS SHAVING CREAM

The J. B. Williams Co., Dept. 21A, Glastonbury, Conn.
(Canadian Address, 1114 St. Patrick St., Montreal)
Send free test bottle of Aqua Velva.

L. D. 1-8-27

PERSONAL GLIMPSES
Continued

weed the garden on circus day was enough to settle the question of my future past all hesitation.

Seemingly, there was no better place to sell those cherries than on the circus ground. At least that was the spot uppermost in my thoughts, so down to the lot I went, standing around in open-mouthed wonder at the sights, forgetting all about the cherries until the crowd commenced to go in to the performance. Until that time the thought of going inside the tent had not entered my head; now it seemed that there was nothing I wanted to do in life more than to go to that circus. Desire gave me courage. Approaching a rough-looking fellow in charge of a refreshment stand, I timidly inquired if he would like to add some cherries to his stock.

"Sure," he replied, "how much do you want for them?"

"Well," I said diffidently, "I usually get ten cents a quart. But if you will give me two shin-plasters for the whole lot" (I had about three gallons), "and a ticket to the circus, I'll let you have them."

"Sorry, my little chap, but I can't do that," he said. "I can give you the money, but I'm all out of passes."

"All right, Ike," said a big raw-boned man who was standing near and overheard our bargaining. "You give him the quarter and I'll see that he gets in the show."

"Very good, Dan; whatever you say goes with me," said the vender.

After delivering the cherries and receiving my shinplasters, I took the hand of Dan Rice, the clown (I did not know it then), and was led around past the horse tents and through the performers' entrance into the circus.

On the way he asked my name, my age, and adroitly led up to inquiring how I should like to join the circus. I told him it was my greatest wish, but I did not know how to go about it.

"Well," he said, "I can help you. The apprentice boy that I've had for two years joined another circus last week as a performer, and I need another likely boy, and I think you will suit. Come round to my dressing tent after the night show, and I'll fix you up."

After the performance I went home and sneaked up the back stairs, without meeting any one. Hastily gathering my meager belongings, I tied them up in the cloth in which I had carried the cherries and dropt them out the window into the yard.

That night after the show was over I appeared promptly at Rice's dressing tent, and when the circus left the lot for the next town, I was rolled up in a piece of canvas on top of a cage wagon. The route out of town led past my home, and I was in a cold sweat through fear that my absence had been noted and the wagons would be searched. I could have saved myself the anxiety, being number eight in a poor family, I was not even missed. I sat up to take one last long look at the twinkling light shining from the window in the old brick house. When the brow of the hill shut off my view, I confess that I had a sinking sensation around my heart. I am not ashamed to say that the tears trickled down my cheeks.

Many years passed before I again saw the old home. Great changes had taken place, and there was no one left with authority to forbid my coming and going as I chose.

To my dying hour, I shall never forget my first day as a member of the circus. How it did rain! Jupiter Pluvius and all his helpers seemed to be on the job. The water came down in torrents, until the entire lot looked like a lake. Returning from the parade, several of the big wagons mired down the instant they left the roadway, and the elephants had to push them out. Ditches had to be dug around the side-wall in order to prevent the interior of the tents from being flooded.

Needless to say, I was homesick. I had to fight hard to keep from taking the back trail, and I would have done so, but for the fact that all the money I possest was the two shinplasters I had got for the cherries. The sun came out after the day performance and things took on a more cheerful aspect.

A recital of my experience while training for an acrobatic clown has no place in this story. My lot was not different from that of hundreds of gymnasts who have traveled the same road. I got no more than the usual number of bumps and bruises. Dan Rice, like every one else in the show, was uniformly kind and patient, and took pleasure in lightening my tasks whenever it was possible. By fall of that year I was competent to take my part in all the company acts.

Life with a circus of that period was no downy couch of ease. No one outside the profession can conceive of the many hardships that fell to the lot of performers. There was no sleeping accommodation other than jolting wagons; a piece of canvas to shed the rain was the only covering. Often I awoke in the morning to learn it had rained heavily while we were en route, and yet I had slept soundly with the rain falling in my face. Mention is made of this incident to show what a strong boy could go through and retain his health.

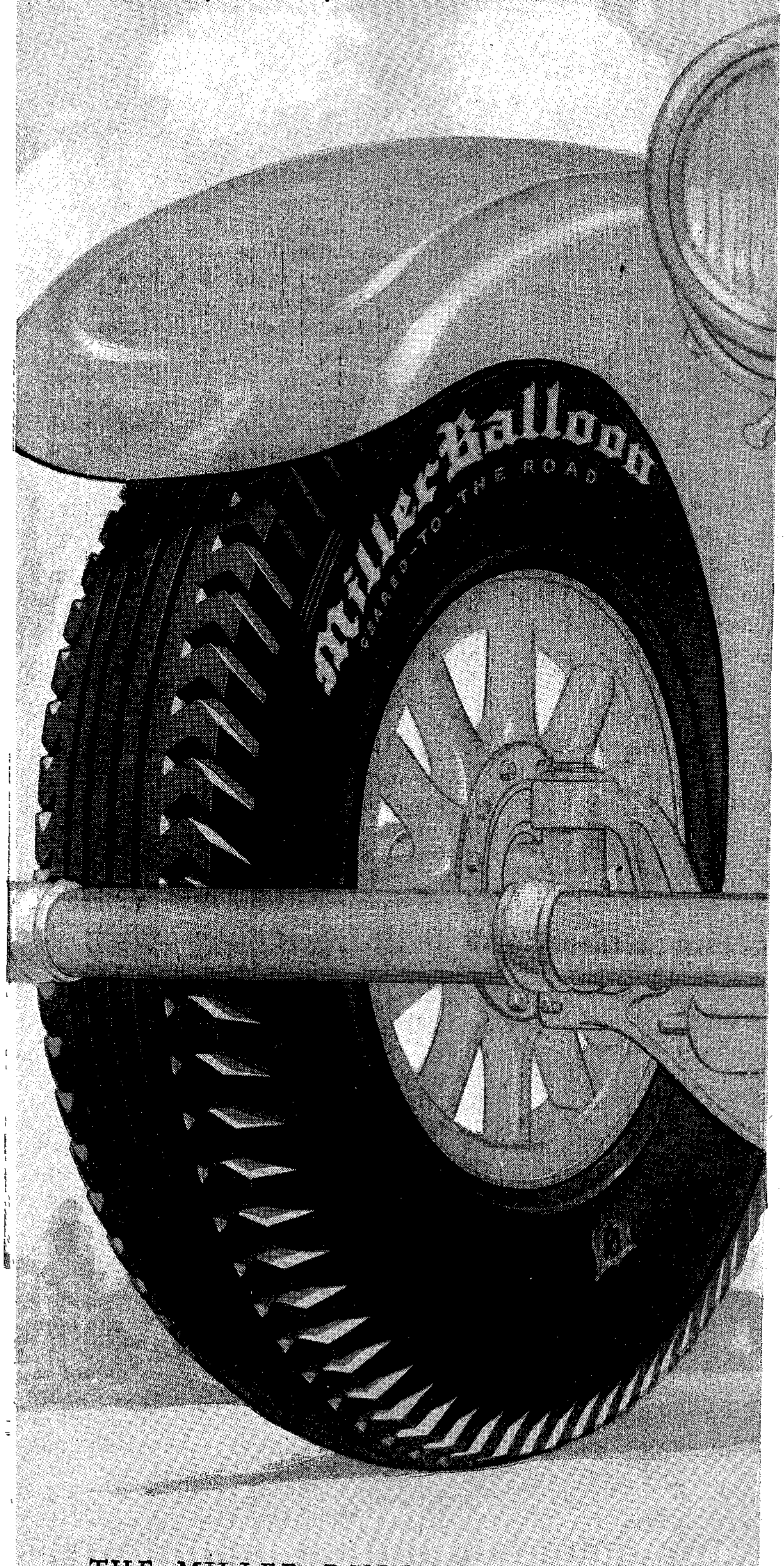
Then there was always present the opposition of the Church—both ministers and laymen. The "immorality" of the circus was the usual text for a sermon immediately after the show was billed to appear.

Rough, uncouth and sometimes profane the performers were, but in all my years with the circus, I can not now recall any case of a lewd man or woman. Morality prevailed to the highest degree. The nature of the profession made clean living a paramount necessity. Mutual respect was unfailingly exhibited between the sexes. When occasion permitted, not a few performers made a practise of going to church.

Dan Rice, my old instructor, is perhaps the best-remembered clown in the history of the circus. He first appeared in Galena, Illinois, in 1844, and became popular immediately. His real name was Daniel McLaren. His father nicknamed him "Dan Rice," after a famous Irish clown of that name. He died comparatively poor in Long Branch, New Jersey, on February 22, 1892. He trained a number of horses, the best a white horse with small bay spots in his coat, resembling flea-bites.

Old Dan would mount him and say, "Be very careful, now, sir, remember General Grant is riding you," at which the old horse would canter easily around the ring. Suddenly Dan would call out, "Now, Jeff Davis is riding you," when the horse would begin to plunge and kick and keep it up until told that General Grant was again riding him. When we were showing south of the Mason and Dixon line, the names were always reversed.

Dealers: Miller dealers stay with Miller because they do business under a staying franchise—and a paying franchise. Miller profits have put many a tire dealer in a position of high business repute in his community. For information concerning the Miller Franchise in your territory communicate with us.



Licked!

—The Two Enemies of Long Tire Performance

By CORRECTING the two outstanding causes of swift balloon tire wear—Miller produced the tire of SUPER-WEAR

TIRE building genius has long sought to build a tire of surpassing wear. But not until Miller engineers discovered the two outstanding causes of short life was such a tire made possible.

Miller devoted months of research discovering the enemies of long tire performance. Then *licked* them by adding 2 vital advantages—unique in all tire history.

Flat, Geared-to-the-Road Tread

The broad, flat contact surface of Miller's exclusive Geared-to-the-Road tread runs *even with the road.* With light or heavy load—the entire width of this famous tread is *on* the road — taking wear *evenly* — therefore *slowly.* Thus — Miller eliminated uneven, spotty tread wear—the first and outstanding cause of short tire life. Not satisfied to stop there—a second unique result was obtained.

"Uniflex" Construction

Every strand of this sturdy tire flexes as a unit. That means it resists curb and rut jolts that ordinarily bring inside breaks—springs back from blows to its normal shape—instantly—leaving tread, sidewalls, bead, cord, and fibre secure and intact. Thus — Miller eliminated costly and dangerous inside friction and wear, adding many miles to balloon tire life.

The result—a tire that will keep pace with your car—be it the costliest car built. A tire that will *wear* with it—and *stay* with it, far beyond the life of the average tire.

Today — the appearance of this tire of longer wear on any car is a silent testimonial of a manufacturer's keen foresight — or an owner's shrewd tire-buying ability. On *your* car—it is assurance of *surpassing wear.*

The Tire Builder says—

"If one comes back
I'm penalized"

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THIS is Ipana, the tooth paste which has made such a marvelous success.

Use it on your teeth; brush your gums with it, too. You'll have cleaner teeth and healthier gums.

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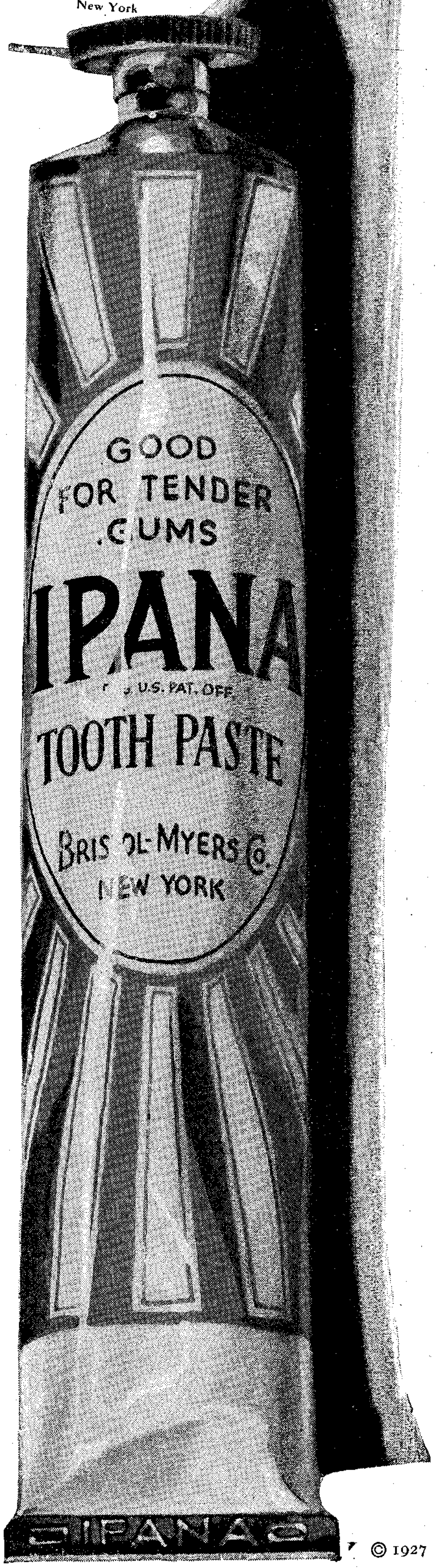

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TAPS FOR "FUZZY-WUZZY'S" LEADER

WHETHER or not Osman Digna was a renegade Scotchman, George Nesbit by name, he was "all 'ot sand and ginger when alive"—and now he is dead at the age of ninety-three. He had the distinction of having recruited and commanded the "big, black boundin' beggar" who "bruk a British square." To avoid confusion of thought it is convenient to remember that Kipling's "Fuzzy-Wuzzy" was the typical Sudanese warrior, not Osman Digna "in person," as assumed in a number of current writings. However, Osman was veritably "a first-class fightin' man," and had disputed the sovereignty of the Sudan with such famous British generals as Gordon and Kitchener. In 1900 he was captured and imprisoned, first at Wadi Halfa and later at Rosetta, where he remained until three years ago. Then he was released by a formal act of the House of Commons. In an article in the New York *Evening World*, William O. Trapp compares the Mohammedan chieftain to Hannibal, and tells us that this famous follower of the Mahdi began his extraordinary military career with only seventy-five warriors, whom he trained and drilled "in the best traditions of West Point or Aldershot. After one battle with the British, Fuzzy-Wuzzy seemed to be licked. The English forgot about him. That was in August, 1883, in the Eastern Sudan." Reading on we learn that:

> Two months later, with his handful of men, he waited in a defile between Suakin and Sinkat. Through the long October night, the heathen waited. Osman threatened to shoot the first man in his command who made a sound. A body of native troops, led by a native commander, allies of the British, were half-way through the defile when Fuzzy-Wuzzy and his men were upon them and annihilated them.
>
> It was the beginning of his success. Four victories followed in quick succession, and Osman's prestige increased mightily. The Sudanese flocked to his standards until he had recruited 6,000 men, all of whom he drilled in the same Carthaginian fashion.
>
> Finally, after five years, in 1888, Kitchener, who was Governor-General of the Red Sea littoral, cleaned up the mess, but not until Fuzzy-Wuzzy had captured Sinkat and Tokar and had forced the British Government to send to the Sudan such crack regiments as the Black Watch, the 10th and 19th Hussars and the Gordon Highlanders, under Gen. Sir Gerald Graham, a Victoria Cross winner.
>
> At Tamai and at El-Teb, Sir Gerald won two notable victories, but at Tamai the Fuzzy-Wuzzies broke the British square, as Kipling has recorded in the "Barrack Room Ballads."
>
> That was no mean accomplishment.
>
> Such a leader must be a European, swore the strategists, and the answer has not yet been given. Speculation as to the man's origin might give many a novelist the starting-point for an interesting romance that would make even "The Sheik" seem a dull and lifeless narrative.
>
> He has been identified variously as a Scotchman, a Frenchman, a Turk, and even, like that other Osman, Osman Pasha in the Greco-Turkish War, he has been called an American. The truth may be somewhere in those guesses.

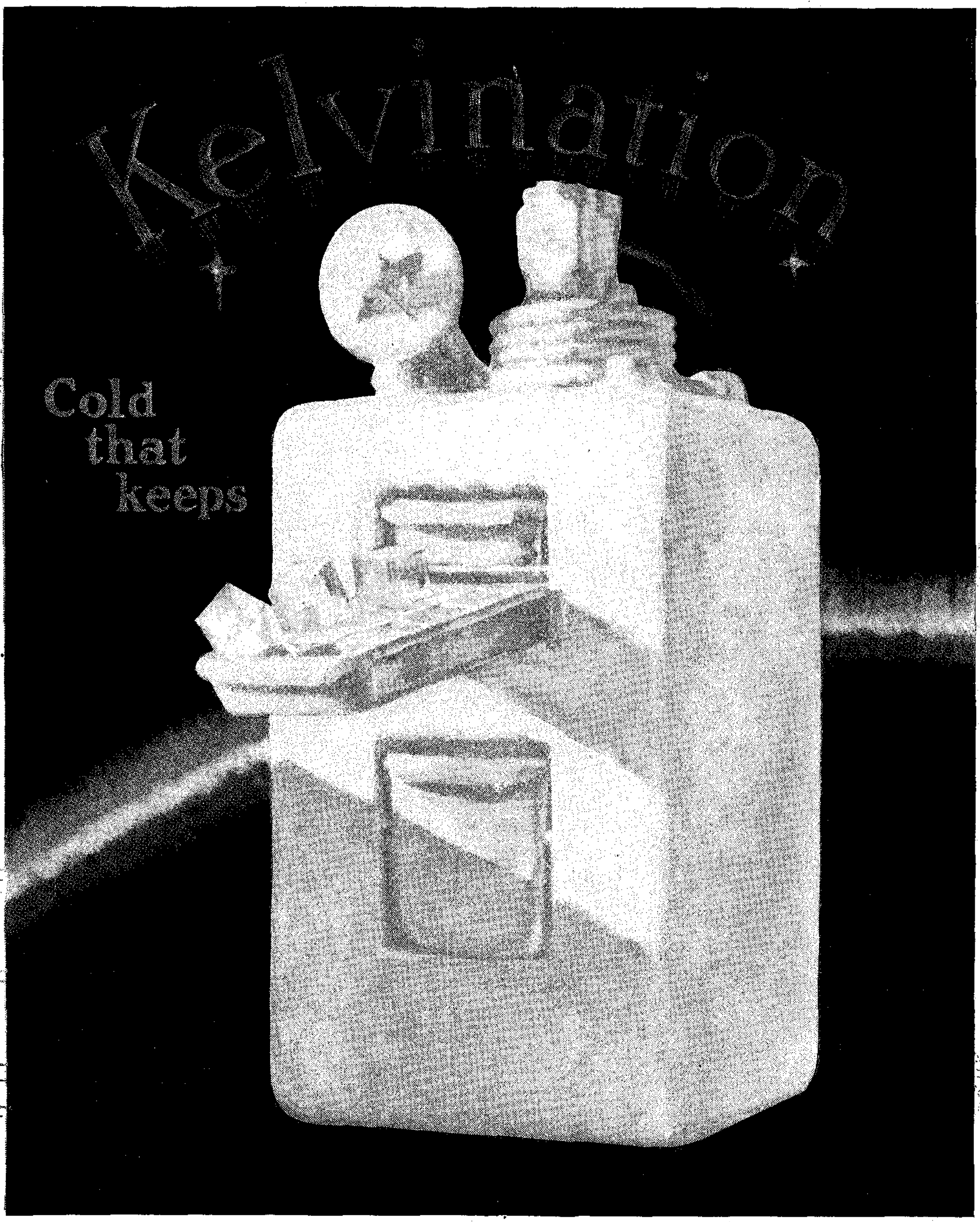
"Osman's father, one account says, was a Glasgow man, fond of adventure, who, while living in Rouen, became the father of a son, George, said to be the man who has just died," and we read on:

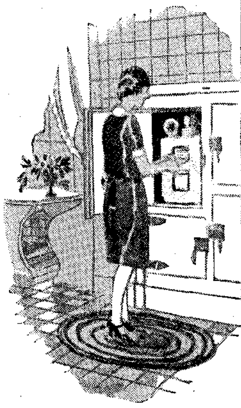
> The elder Nesbit journeyed to Alexandria, where he fell ill of fever in 1848 and died. His widow was married to a Turkish trader, named Osman, who adopted the boy, made a Mussulman of him, sent him to the military school at Cairo. Here one of the young man's friends was a cadet, Ahmed Arabi, who later enjoyed fame as Arabi Pasha, the Egyptian.
>
> The Turkish trader in the meantime had become immensely wealthy dealing in "Black Ivory," in which young Nesbit took considerable interest, and when his adopted father died, himself took up the trade of a slave-dealer.
>
> When England attempted to put down the slave trade, Osman Ali, as the youth became known, was incensed and, influenced by the success of Arabi, took up arms against the British.
>
> In appearance, Osman bore out this theory, for he was a splendid example of rugged Scot military leader, with a fine erect bearing and, in earlier years, a fierce black beard, that gave him the sobriquet of Digna, "The Bearded One."
>
> Another story is that Osman Digna was the grandson of a Turkish slave-dealer who settled in Suakin in the early part of the nineteenth century. He married a Hadendowa woman, one of a wandering tribe, and had children, who, according to tribal custom, adopted the nationality of their mother.
>
> She had two grandsons, Ahmed and Osman, and they became immensely wealthy in the slave trade. Ahmed was a home-loving man who attended to business in Suakin, while Osman was the adventurer who roamed through the countryside, trading with the natives and sending back rich stores of ivory and slaves.
>
> The abolition of the slave trade in 1870 set Osman on the warpath to save the family fortunes, according to that theory, and he fought the British right well until his final capture in January, 1900, by a police patrol in the Warriba Hills.
>
> "The world is over for me," he exclaimed to his captors. "The best that I can hope for now is to be allowed bread."
>
> History has been full of the names of renegades, but Osman, if he was one, takes rank as the greatest of them all, even before such worthies as the Prussian Klotz and the Russian Poloski, who were also numbered among the Mahdi leaders.
>
> And Osman Digna had the added distinction of being remembered in one of Kipling's best-known poems because,
>
> "'E's the only thing that doesn't give
> a damn
> For a regiment of British infantree."

The Boston *Post* philosophizes on the widely different deaths which overtook Kitchener and Osman:

> The fighting nomad dies peacefully in his bed, in a town of civilization. Kitchener, a landsman, who did most of his fighting in the tropics, went down to death in a cold northern sea. Many things happen to show how unforeseen are the strange chances of life, but seldom are they as striking as in this contrast between the deaths of two amazingly different men.

YOU CAN INSTALL THIS KELVINATOR FREEZING UNIT IN YOUR PRESENT REFRIGERATOR. MAKE ICE INSTEAD OF MELTING IT—ALWAYS HAVE EFFICIENT, CONVENIENT AND HEALTHFUL REFRIGERATION.





KELVINATOR is so easy to own, costs so little to operate, no modern home need be without Kelvination.

KELVINATION is "cold that keeps"—keeps cold—keeps food—keeps both economically, conveniently, healthfully—without attention. The Zone of Kelvination is the Zone of Health. Everything about your refrigerator always clean, dry, sweet, wholesome. And it costs no more to operate than an ordinary 60-watt lamp burning continuously.

KELVINATION is simplified electric refrigeration beyond which science has not gone. The first successful domestic system to apply the principle discovered by Lord Kelvin, for whom it was named—it is today the acknowledged system of longest proved efficiency.

KELVINATOR has been not only the pioneer but the pattern for the industry, and has always led in the development of electric refrigeration. Used by thousands of women since 1914, it has become their most prized household possession.

IF you investigate, you'll Kelvinate!

KELVINATOR, 2064 West Fort St., Detroit, Mich.
Division of Electric Refrigeration Corporation
Kelvinator of Canada, Ltd., 1183 Dundas St., East, London, Ontario

SMALL MONTHLY PAYMENTS ON OUR HOUSEHOLD BUDGET PLAN

You can choose from a large array of Cabinet Kelvinators by Leonard in the most beautiful styles and finishes, or from the de luxe Jewett line in solid porcelain, or Kelvinate any good refrigerator. Don't deny yourself the joys of Kelvination any longer. Kelvinator dealers everywhere—look in the telephone book for the one nearest you and ask him to call. Or write direct to us for information.

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Kelvinator

The Oldest Domestic Electric Refrigeration

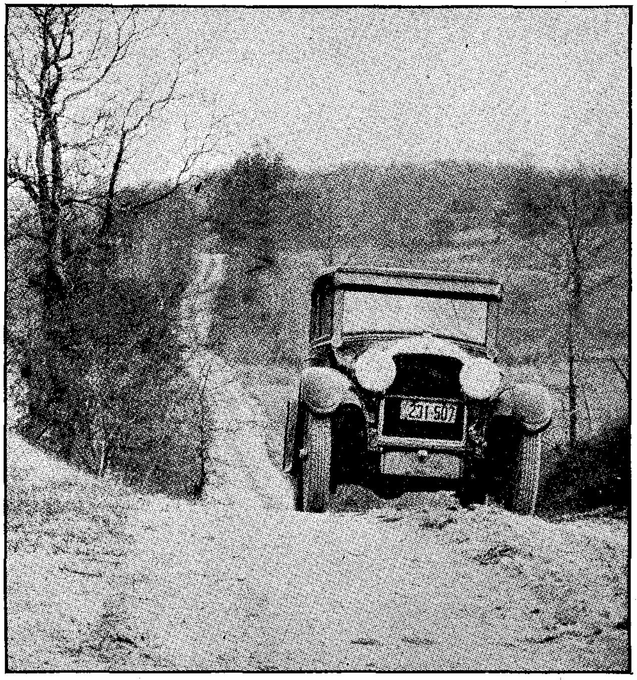
Better Always Better

DM-300-A

MOTORING · AND · AVIATION

THE AUTOMOBILE—"KEY TO OUR PROSPERITY"

WHY IS AMERICA THRIVING TO-DAY? "Because of the automobile," reply the authors of a stimulating article in *The World's Work*, William Trufant Foster and Waddill Catchings, who are put forward by the magazine as authorities in the field under discussion. In an editorial note we are told, that Mr. Foster is director of the Pollak Foundation for Economic Research, while Mr. Catchings is "a director in eighteen large enterprises of diversified interests." They hold that a man's money-saving is not of itself so important as his wise spending of the savings. At the outset of their argument, Messrs. Foster and Catchings point to the probability that had it not been for the development of the automotive industry during the last fifteen years, "business would now be jogging along at a level not far above that of the decade before the war. Certain it is that without the great expansion of that industry in this country there would have been no such increases as those which have taken place in the volume of money, in consumers' incomes, in real wages and in profits." Moreover, we are told that the gains in building operations, in railroad development and in highway construction would have been equally impossible. The fact that the United States "has developed the largest new industry of this generation so rapidly that it now produces about seven-eighths of the world's output of motor-cars," is cited as being in itself "enough to make this country far more prosperous than a score of countries which divide among them the other one-eighth of the business." Indeed, say the authors, "every index of our general prosperity reflects the growth of the automobile industry." And now we are introduced to rival business men who dispute this view. The head of a large department store exclaims to the authors, "Nonsense!" and declares that it would be difficult to find anybody, outside the motor groups and allied trades, who would believe such an extreme statement. And he continues his rebuttal in this strain, as quoted by Messrs. Foster and Catchings:



Photographs from *The World's Work*

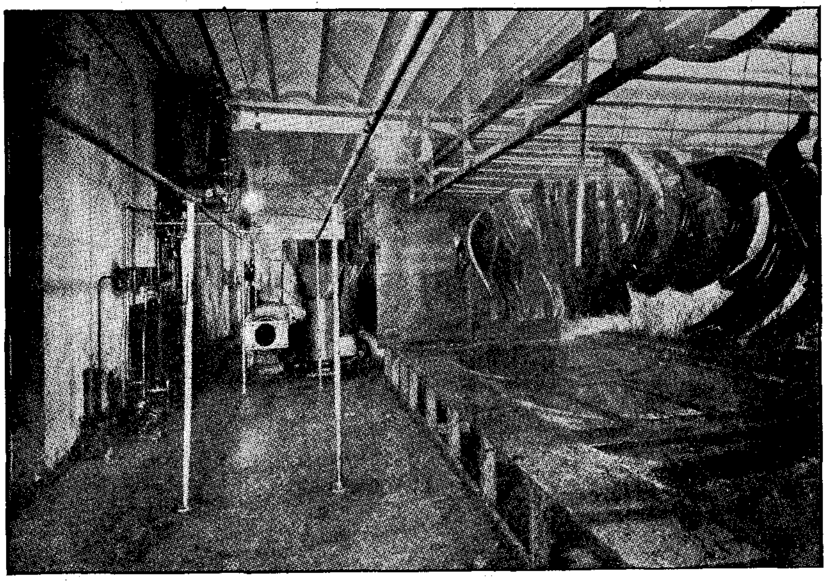
PUTTING A CAR THROUGH THE THIRD DEGREE

Fire and flood, hills and hollows, bumps and strains of all kinds are included in the grueling initiations of the General Motors proving ground, where "a car must prove its worth."

> "The automobile industry, far from helping business as a whole, has made it worse. By selling cars on easier and easier terms, it has induced millions of people to spend money which they could not afford in buying cars; and to spend time which they could not afford in riding in them. As a result, there is now one car for every six persons in this country, while the rest of the world does not have one car for every hundred persons.
>
> "Look at the long rows of automobiles in front of our factories!" he exclaimed. "Not all cheap cars, by any means. Why, in 1925, we spent more than six billion dollars for motor-cars and motor supplies alone.
>
> "What does all this mean?" he asked. But before we could give our answer, he gave his own.
>
> "Clearly enough," he said, "it means that at least six billion dollars of consumer income are spent each year for non-essential automobiles, with a corresponding loss to makers of shoes, hosiery, rugs, books, canned goods, and scores of other necessary products. That has certainly been bad for business generally."

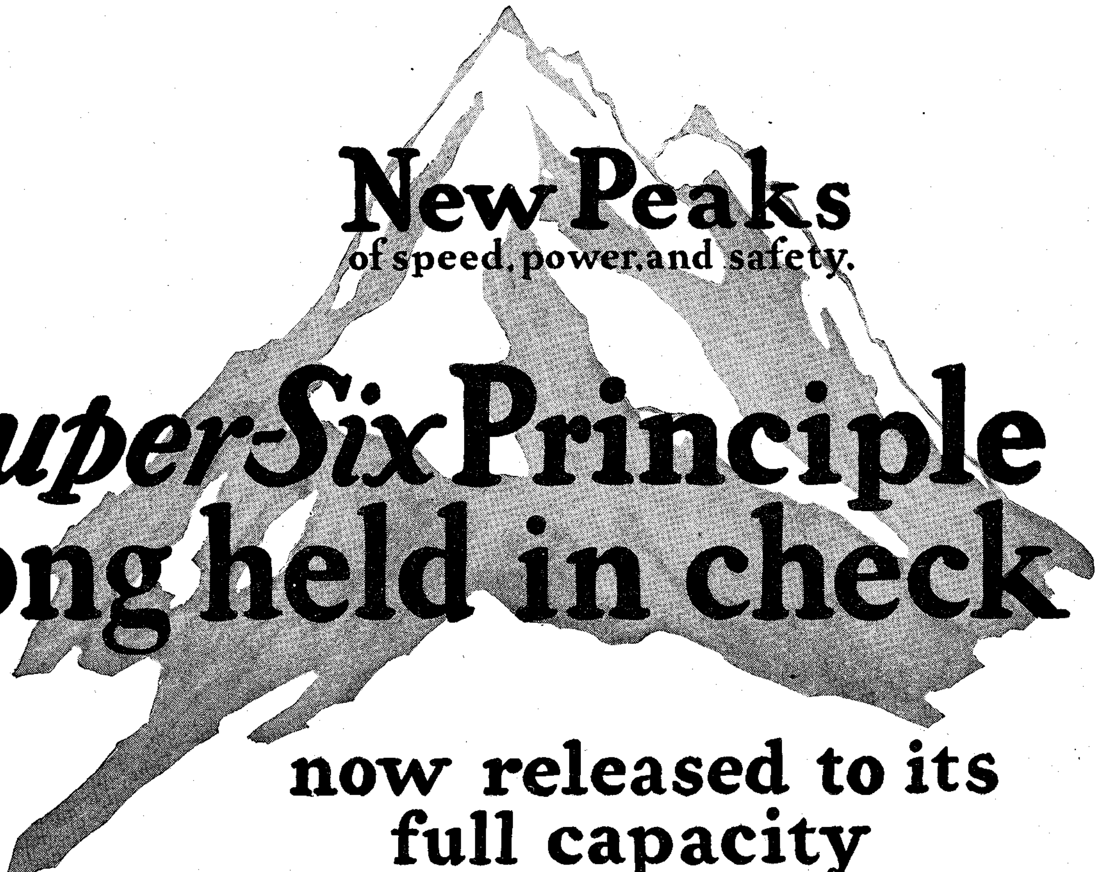
In their answer to this argument, the authors admit that money spent for motor-cars is not spent for anything else, and they add:

> It must be admitted, further, that money spent by consumers is the force which drives all industry. Consequently, other trades would have been even more prosperous than they have been if consumers had spent for other things all the money they have spent for automobiles.
>
> That, however, is not the whole story. We still have to ask whether consumers would have had that six billion dollars to spend on other things, if there had been no automobile industry.
>
> The most obvious answer to that question is that the automobile industry, directly and indirectly, pays in wages, to about three and one-half million persons, not far from six billion dollars a year. Here, then, is a single industry, nonexistent a generation ago, which now provides nearly all the purchasing power of a body of consumers equal to the total adult population of Alabama, Arkansas, Colorado, and Connecticut; a single industry which



WHERE THE ENAMEL IS BAKED ON

Just one of the multifarious details of automobile manufacture—here the fenders are dipt in enamel, "then hung up like so many clothes."



New Peaks

of speed, power, and safety.

Super-Six Principle long held in check

now released to its full capacity

2 new cars
12 bodies
a variety of colors.

The full release of the Super-Six principle resulted in a car superlatively beyond anything known.

Tests of a stock chassis under official observation established the record of 102.53 miles per hour. But speed was not so much sought for as was the ability to maintain any wanted speed for any length of time with complete comfort and safety to driver, passenger and car.

To build such a car in sufficient quantities as its merit commands, and at a price that will give it widest sale, required the investment of millions of dollars in buildings and equipment. That program is now completed. And the car is exhibited for the first time at the New York Automobile Show beginning January 8, 1927.

And Now Also An Essex Super-Six

At a Price Within the Reach of Millions

The development of the New Hudson just described led, also, to the creation of a smaller automobile—a counterpart in general appearance, in smoothness, comfort, quality, easy riding, and safety. It is the New Essex Super-Six.

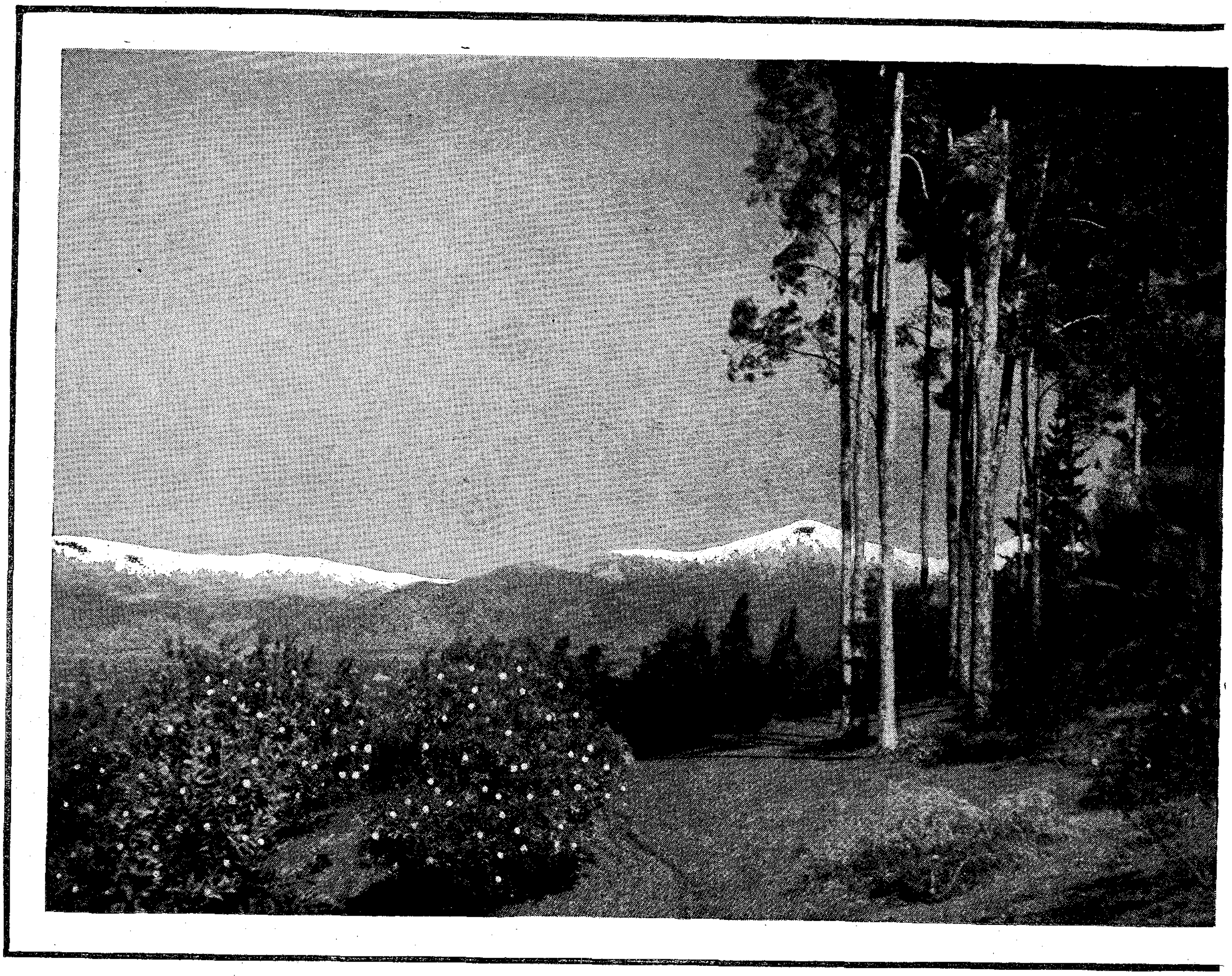
It, too, has stamina. It is capable of 50 miles an hour all day long if you want that, yet that is far below its maximum speed. It has great flexibility. It is economical and requires the minimum of attention.

The bodies are in keeping with its chassis—beautiful in line, finish, upholstery, fittings and color.

The Essex Super-Six will sell at little more than you pay for any "Four". It, too, is exhibited for the first time at the New York Automobile Show.

HUDSON-ESSEX

HUDSON MOTOR CAR COMPANY · · DETROIT



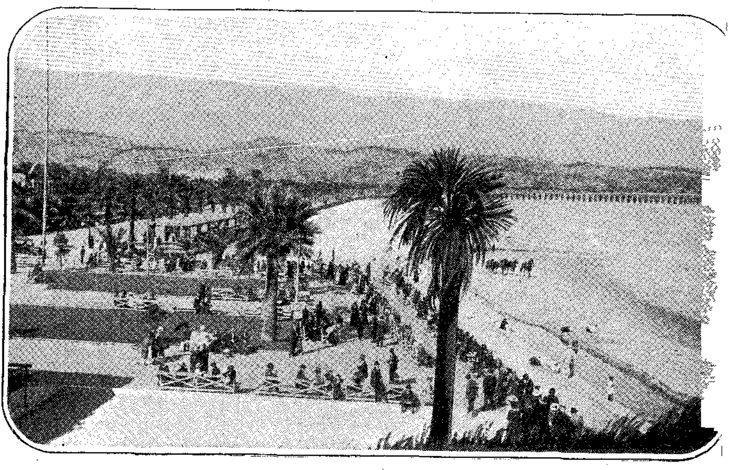
Orange trees laden with golden fruit and their vanguard of gleaming snow-capped peaks. Smiley Heights, near Redlands.

The city of Los Angeles, with a population of well over a million, is the largest city on the Pacific Coast and is the hub of one of the country's richest agricultural communities.

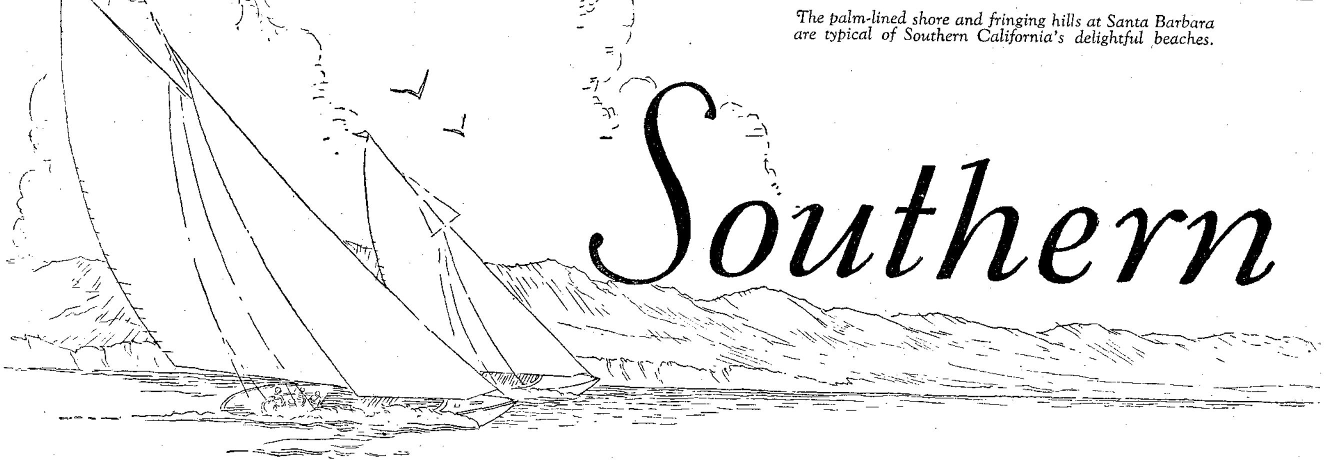
The growth, wealth and marvelous resources of Southern California are indicated by the following facts and figures pertaining to the County of Los Angeles alone:

Value of Agricultural and Live Stock Products (1925), $85,912,744; Value of Citrus Products (1925), $23,241,503; Oil Production (1925), 140,000,000 bbls.; Harbor Imports (1925), 4,156,177 tons; Harbor Exports (1925), 16,154,566 tons; Total Harbor Tonnage, 20,310,743.

A producing season of 365 days a year permitting year 'round crops.



The palm-lined shore and fringing hills at Santa Barbara are typical of Southern California's delightful beaches.



Southern

"The World's Most Interesting Vacation Land

—I Live In It Now."

THIS is what a world-traveler says about Southern California: "I've been around the world a dozen times, but never have I found another place like Southern California, now my permanent home. Winter here is only a springtime joy—sunshine, flowers and fun.

"Summer brings the best that this delightful season offers elsewhere and *omits the enervating heat.* The *U. S. Weather Bureau* average mean temperatures for 50 years in a central city in this section are as follows: 50 Junes, 66 degrees; 50 Julys, 70; 50 Augusts, 71; 50 Septembers, 69. Think of *fifty years* of temperatures like these in summer time! Humidity is always low.

"Come here in the winter to escape snow, sleet and wind. Come in the summer to *escape the rains* that so often ruin a vacation elsewhere. Plan each day and be sure that you can do the things you've planned.

"You'll never be at any loss for things to do and see. Within a few hundred square miles you will find a desert like Sahara, mountains 10,000 feet in height, lovely islands in an emerald ocean, great wide beaches, winding trails for horseback riders, cabarets, the theatres—choice bits of all the world—something to remind you of Spain, France, England, Egypt, Italy, Japan.

"Motor over 5000 miles of paved boulevards down avenues lined with giant palms and eucalyptus. See quaint Old Missions founded more than 150 years ago. Visit Old Mexico just across the border.

"Drive past mile after mile of orange, lemon, avocado, fig, date and walnut groves. Pick and eat an orange off the tree.

"Play golf or tennis, swim, hike, hunt or fish—no matter what your hobby, you'll find it here and in 'its element.'

"Plan to come *now* or *this summer*—any time is good—there are no 'seasons' here.

"Living costs are moderate. Stop at luxurious hotels or modest boarding places. You'll find the accommodations to fit the price you want to pay.

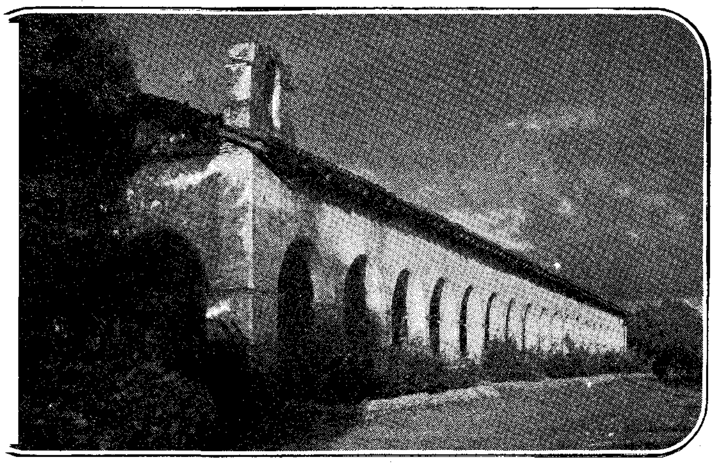
"Come via Los Angeles and San Diego, returning through Santa Barbara, San Francisco, Oakland, Portland, Seattle, Tacoma and Spokane. Thus you can see the entire Pacific Coast in one memorable trip at merely a trifle more than a round trip to one point. Ask your ticket agent about these circle tours."

Southern California is replete with historical interest. The railroad trip from the East also is rich in it. You travel through the old land of the pioneers—the "western country of the cowboy and the Indian" that you've read about.

So from the moment that you step aboard your train your interest begins.

Before you turn this page send for our new *free booklet,* 52 pages, illustrated, the most interesting and complete book on the subject of vacations that was ever put in print.

Then plan *this year* to visit this favored section of your land. There is no other like it in the world. Mail coupon now.



San Fernando Mission still draws about itself the ancient charm of these old dwellings of the Padres.

California

All-Year Vacation Land Supreme

ALL-YEAR CLUB OF SOUTHERN CALIFORNIA,
Dept. 1-B, Chamber of Commerce Bldg.,
Los Angeles, California.

Please send me your free booklet about Southern California vacations. Also booklets telling especially of the attractions and opportunities in the counties which I have checked:

☐ *Los Angeles* ☐ *Orange* ☐ *Riverside*
☐ *San Bernardino* ☐ *Santa Barbara* ☐ *Ventura*
☐ *San Diego*

Name..

Street..

City................................ State................

Save Your Eyes

Dr. C. W. Trail Says:
"When I am not using the Farrington, my wife is using it; when my wife is not using it, our eight-year-old daughter is using it. Every home should have at least one."

At last—a Long Felt Human Want is Filled by the Invention of this Great Necessity—Dr. Farrington's

Portable Reading Table
For the Lap
Conserves and Prolongs the Life of YOUR Eyes!

Here is the helper you have always needed. It saves your eyes — conserves your energy — permits concentration with **real relaxation** and absolute comfort. The FARRINGTON supports books, magazines, reading matter, typewriter, writing materials, etc., **at just the right angle to insure correct vision,** regardless of position.

Sit right—read right—feel right

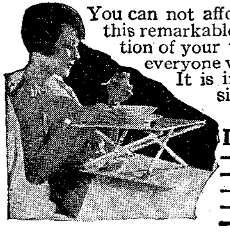
Think what this means! Comfort, enjoyment, greater mental and physical energies. Greater facility for the mechanics of reading and writing. **Genuine relaxation.** The Farrington allows you to assume a comfortable position when reading, writing, etc.

Students Delight In Its Use

Prof. E. L. Eaton, University of Wis., says: "*It is a joy to read a book of any size, resting easily in a rocking chair. Thousands will now have a new joy reading while resting.*"

With the Farrington everyone can increase their capacity for mental effort

Men, Women and Children SHOULD HAVE A FARRINGTON



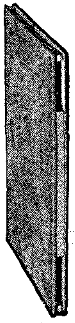
You can not afford to go longer without this remarkable device for the conservation of your vital forces. It will help everyone who reads, writes or works. It is indispensable to invalids, sick folks and shut-ins.

NATURE DEMANDS ITS USE

—Prevents Eyestrain
—Insures Correct Posture
—Conserves Mental Energy
—Permits Greater Concentration
—Conserves all Vital Forces

IDEAL GIFT FOR ALL AGES

You couldn't buy a more practical gift than the Farrington. It is light, (weight, less than 44 ounces), handy, durable, portable, collapsible and adjustable to any position. No skill required for handling. Should last a lifetime.



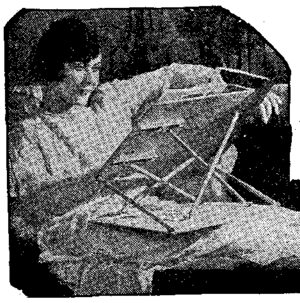
STYLES AND PRICES

1.	Natural Finish	$6.50
2.	Walnut Finish	7.50
3.	Mahogany Finish	7.50
4.	White Enamel	8.50
5.	Genuine Walnut	9.50
6.	Genuine Mahogany	9.50

Prepaid Anywhere in U. S. A.

SEND NOW You will be delighted with the Farrington. Your money back after 5 days' trial, if you are not satisfied. Personal check accepted **from Digest readers.**

STATE STYLE DESIRED



The Farrington Company
21 W. Elm St.,
Dept. LD1
Chicago, Ill.

MOTORING AND AVIATION
Continued

turns over to wage-earners enough money to enable them to buy the country's total output of bread and, in addition, the total output of woolen, worsted, and silk goods. It is a stupendous amount, too large for any of us to visualize. As a matter of fact, it is large enough to account for the notable gain in real wages which our workers have achieved in the last fifteen years, the very period during which the automobile industry has attained more than 95 per cent. of its growth.

Many persons, it is true, object to that rapid growth, because fully three-quarters of the sales have been on instalments. B. E. Geer, president of the Judson Mills, expresses a common opinion when he says: "For a long time, I have felt that the buying of automobiles on the instalment plan in such volume was one of the outstanding reasons for slow business in many industries."

Undoubtedly, it is one of the reasons why the automobile industry has grown faster than various industries which have not made use of time-payment sales. Nearly all those industries, however, have fared better than they would have fared, had not business as a whole received the impetus of the distribution to consumers, on small initial payments of about three billion dollars' worth of merchandise in excess of what they have yet paid for. And about half of that merchandise is motor-cars.

Business in general is stimulated by an increase in the volume of sales brought about by instalment methods, whether the goods sold are regarded as "luxuries" or "necessities." In either case, the making of more goods involves the payment of more wages; and an additional billion dollars of wages is an additional billion dollars of consumer purchasing power, whether the wages are paid to produce cars or corn or anything else. Moreover, the loss of a billion dollars in the pay-rolls of the automobile industry would bring on a depression of business just as certainly as the loss of a billion dollars in the wages of farm laborers.

It is often said that increased sales of necessities on the instalment plan are financially sound and good for business, but that as much can not be said for sales of automobiles. There is, however, no ground for that opinion. In 1920, the banks curtailed credit in the motor-car trade on the ground that automobiles were "luxuries." That was nothing but an opinion. The people of the country, by purchasing more cars than ever before, promptly showed that they were not interested in anybody's opinion.

Certainly, production of goods in general should not be slowed down, and men thrown out of work, and standards of living thereby lowered, for the sole reason that the people, as consumers, do not have enough cash income to buy the goods which, as producers, they are perfectly able and willing to create.

At least, the authors argue, it is better for people to acquire the goods they want, on partial payments, than not to acquire the goods at all, merely because producers have not ventured to let the people make them, and they continue:

That being true, the automobile industry has done much to sustain prosperity, by

Doctor Recommen
This Tobacco to
Pipe-Smoking
Patients

There seems to be an unwritten
among pipe-smokers. When one
discovers a way to get more enjoym
out of his pipe, he feels obligated to
the "pipe-smoking fraternity" about

So it is not surprising that when Doc
Gardiner of Florida found a tobacco t
really enabled him to enjoy a pipe for
first time, he made a point of recomme
ing it to all his pipe-smoking patients

You'll find his letter interesting.

Larus & Bro. Co.,
Richmond, Va.

Dear Sirs:

No harm done, I hope, if I feel like I
want to say a word of praise for Edgeworth
Ready-Rubbed.

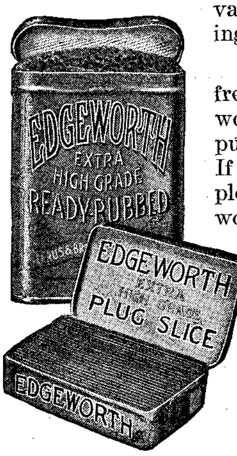
I have tried many kinds of tobacco in a
pipe, but until I got to smoking Edgeworth I never really enjoyed a pipe.

Frequently I say to patients who must
smoke, "If you're going to smoke your
pipe, use Edgeworth."

I like it and recommend it whole-heartedly to anyone who enjoys smoking.

Yours truly,
W. D. Gardiner, D. O.

Of course, until you try Edgeworth, y
won't know what it is that makes
many smokers favor this tobacco.
that reason we invite you to take
vantage of our sta
ing offer.



Let us send y
free samples of Ed
worth so that you n
put it to the pipe t
If you like the sa
ples, you'll like Ed
worth wherever
whenever y
buy it, for
never changes
quality.

Write your na
and address
Larus & Brot
Company, 2
S. 21st Str
Richmond, V

We'll be grateful for the name
address of your tobacco dealer, too, if
care to add them.

Edgeworth is sold in various sizes
suit the needs and means of all purchas
Both Edgeworth Plug Slice and Ed
worth Ready-Rubbed are packed in sm
pocket-size packages, in handsome hu
dors holding a pound, and also in seve
handy in-between sizes.

To Retail Tobacco Merchants: If y
jobber cannot supply you with Ed
worth, Larus & Brother Company
gladly send you prepaid by parcel pos
one- or two-dozen carton of any size
Edgeworth Plug Slice or Edgewo
Ready-Rubbed for the same price
would pay the jobber.

[*On your radio—tune in on WRVA, Richmond, V*
—the Edgeworth station. Wave length 256 mete

devising an exceedingly efficient and safe system of time-payment selling.

All in all, we conclude that without the motor-car industry to swell the national income, the six billion dollars which were spent last year for automobiles and for things required by the use of automobiles, would not have been spent for anything. Consequently, business as a whole would have been far less prosperous than it is to-day.

Further reasoning along this line brings us back to the automobile as the advance-agent of prosperity.

Now, it sometimes happens that the growth of the capital structure of a single industry involves a sufficient expansion of money in circulation, and sufficient payments to consumer, to more than make up the shortage of consumer buying caused by savings, and thus to prolong "good times." That is what happened in the first great era of railroad building.

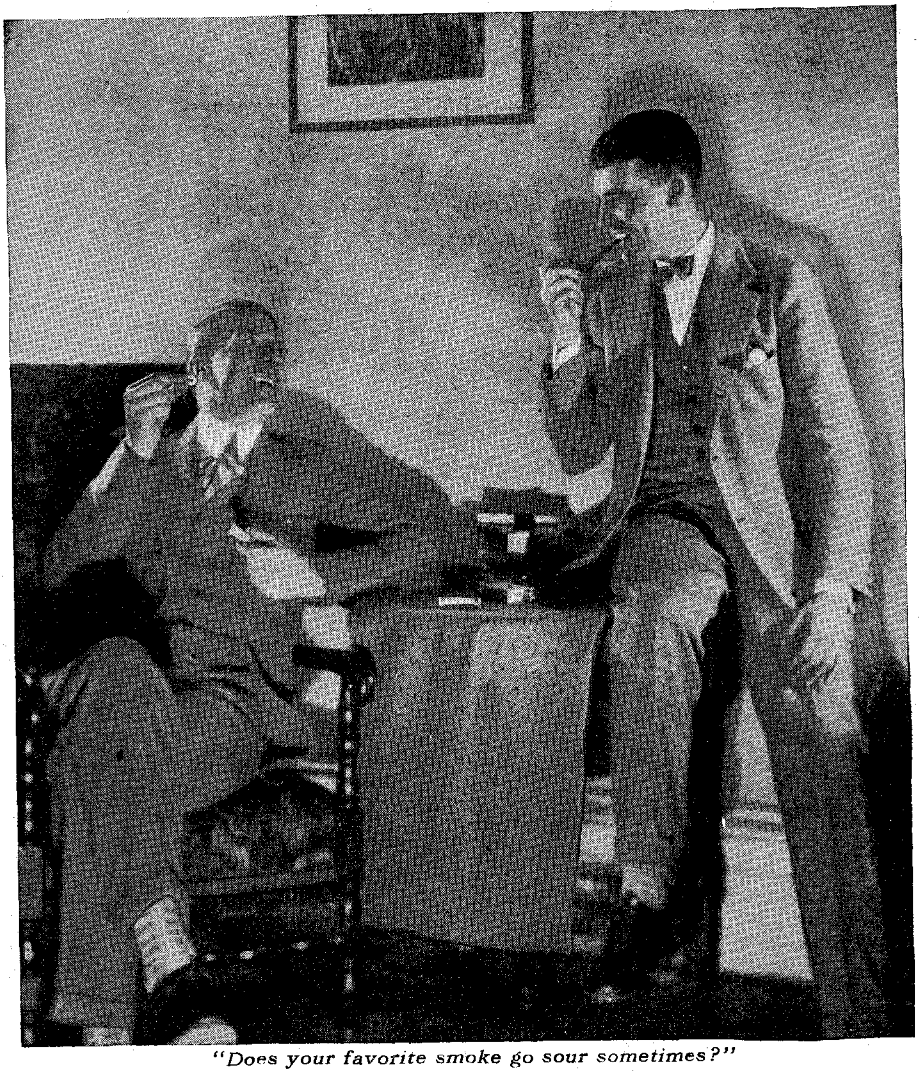
We can not prolong these "good times," however, merely by stabilizing the automobile business at its present level, for it is the growth of that industry which has generated our present prosperity. It is not possible to sustain such prosperity merely by continuing to pay a given number of millions of dollars a year to the workers who make the cars, for unless consumers pay more for those very cars than all the costs of making them, the country will run upon "hard times."

If the automobile industry had not sprung up out of nothing, as tho called into being by the rubbing of Aladdin's lamp; and if it had not, in the magic of its growth and the contagion of its youthful confidence, put new life into so many contributory industries, what could have taken its place? Surely not the railroads, lacking the three million carloads a year of automotive freight which they now carry. Surely not the cement industry, lacking the great demand which the automobile has created for road-building materials. Surely not the gasoline producers, who now sell to motorists 80 per cent. of their product. Nor could any other industry have done so much for business.

As a matter of fact, most of the vast payments made by the automobile industry to consumers have been used by them—not to buy automobiles, for which they can hardly have spent more than one-tenth of their wages—but to buy other things. Every storekeeper in Detroit knows that. If our friend, the department-store man, had any means of knowing how many of his own customers derive their income in some way, devious tho it may be, from the automobile industry, he might conclude that the industry had not been so bad for business, after all.

Certain it is that, during the last fifteen years, the countries which did not have the aid of the automobile industry in achieving extraordinary prosperity, did not achieve it at all. The United States would have failed too, had it depended for its prosperity on growth in any other field. No one industry and no combination of industries in any country has grown rapidly enough to furnish the stimulus to general business which the automobile has furnished in the United States.

How great, then, is our debt to the builders of the automobile industry! Theirs has been the vision, theirs the courage, theirs the faith, that has moved mountains of discouragement.



"Does your favorite smoke go sour sometimes?"

Great After Smoking

"You smoke pretty steadily, Bill, don't you?"

"Yes, what makes you ask?"

"Well, because you always seem to enjoy it so thoroughly. But with me my pet smoke goes sour sometimes when I smoke that way."

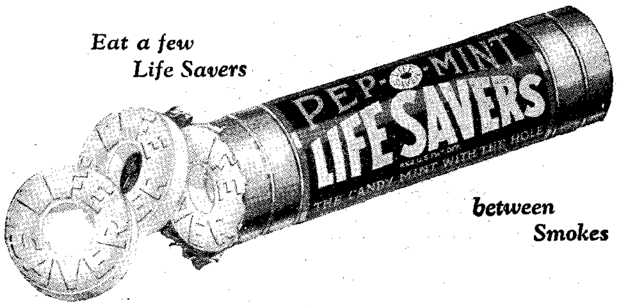
"The answer is easy," the other man said. "Just eat a few Life Savers in between and see how much better each new smoke tastes!"

* * *

More and more smokers are doing the same thing. We wondered if you knew this about Life Savers, these little candy mints with the hole; how they freshen your mouth between smokes, soothe your nerves and make the next smoke so much better.

It's a fact; Life Savers easily double your smoke enjoyment. Their wonderful aromatic flavors freshen your mouth like a good drink of water when you're really thirsty—and steady your nerves for work or play. Once you try them this way between smokes you'll always have a package handy. Five cents a package everywhere.

Six Flavors
Pep-O-Mint
Wint-O-Green
Cinn-O-Mon
Lic-O-Rice
Cl-O-Ve
Vi-O-Let



Eat a few Life Savers between Smokes

PRIVATE OFFICE
STORAGE ROOM
GENERAL OFFICE

How Much Valuable Space Have You Devoted to Storage?

SPACE, like time, is a valuable commodity. It is an item you recognize in terms of dollars and cents. The more you get into your space, the more return you will get from your money invested.

Globe-Wernicke steel shelving puts into each foot of your space bigger time and space saving economies.

Here's why:

It is flexible — fits anywhere. Adaptable for every storage need —with doors for cabinets and lockers — counter high for store display. Steel shelves—adjusted to any height, partitioned to any width.

In addition Globe-Wernicke steel shelving lasts a lifetime—it can be added to as needed—it is indestructible and simple to erect and finally has a high resale value.

Ask your dealer to show you how you can reduce your storage cost with Globe-Wernicke steel shelving—or mail the coupon today for the booklet "Cutting Storage Costs."

Globe-Wernicke
Cincinnati, Ohio

The Globe-Wernicke Co.
Dept. L-10
Cincinnati, Ohio

Gentlemen:

What are the 19 advantages in Globe-Wernicke Steel Shelving? Send me a copy of "Cutting Storage Costs."

Name

Address

City State

ALL SET FOR THE AUTOMOBILE SHOW

WITH the picturesque opening of the twenty-seventh annual National Automobile Show in New York, on the date of this issue of THE DIGEST, final figures of motor-vehicle production for 1926 are due to be given to the public. Through the courtesy of the National Automobile Chamber of Commerce, THE DIGEST has been enabled to present the figures here. They show a total production for the year of 4,480,000 vehicles, with the wholesale value of $3,056,950,000—an advance of 143,246 vehicles and $79,045,167 value over the 1925 record. One of the most significant figures of the year, the statement goes on, is the increase of 3 per cent. over the total export figure of last year, the volume being 550,000 vehicles for 1927. This total represents 12 per cent. of the business of the automobile factories, it is pointed out; and the prediction is made that 25 per cent. of production will be sold abroad within a few years. Closed cars continue to increase in popularity, the statement adds, amounting to 74 per cent. of the total "despite the fact that there was an excellent trade in roadsters and other open models during the year," and we read on:

> The volume of motor-vehicle taxes was $735,226,000. This is close to the total expenditure for highway construction and maintenance during the year, since a part of the billion dollars spent for this purpose was financed by bond issues.
>
> Shipment of motor products over the railroads likewise reached a new high total during the year. The number of freight car-loads of automotive goods was 3,160,000.
>
> Registration of the vehicles in the United States has reached a new high figure of 22,330,000 according to a compilation based on reports from the various States.

Of the National Automobile Show itself, we read in the New York *Herald Tribune* that "superachievement and superideas, displayed amid a setting of stately splendor" will prove to be its keynote when, at two o'clock this (Saturday) afternoon, it is formally opened by Col. Charles Clifton, president of the National Automobile Chamber of Commerce (under whose auspices the exposition is held), with the show committee, consisting of H. M. Jewett (chairman), F. C. Chandler and Charles D. Hastings. Some of the old-time makers are said to be putting out models "nearly 100 per cent. new" in design and construction, we learn from the same source, and "radically different features from those seen in former years will be offered by certain exhibitors, while, of course, many others will show merely refinements of the 1926 line." There is some talk of "surprize cars" and "mystery models" which will "add to the joys of the throngs in attendance." Aside from power plant and chassis, we are told, quite a number of revolutionary developments in body types will be introduced—"modern without being freakish, and said to be decidedly practical." As *The Herald Tribune* explains:

> The modern car manufacturer, having attained almost the limit of dependability in chassis and luxury in body design, fittings and appointments, has given his artistic sense full sway by molding all parts of the vehicle into an entirely pleasing entity as to lines, colors and exterior details in general. This will be proved by the models exhibited.
>
> Several years have passed since the annual National Automobile Shows disclosed each season to expectant visitors virtually an entirely new line-up of models from motor-car factories scattered here, there and everywhere. It was the thing expected from an industry that had not yet found itself; that was appealing almost entirely to the sporting instinct, and not quite certain that it was producing anything dependable enough to be regarded as a utility.
>
> With the passage of time, startling ideas in designs became less numerous. Modifications took the place of innovations, and in their wake came the valuable refinements that may always be looked for as engineering science progresses. Finality in design is an absolute impossibility. In that certainty lies the fascination of the annual automobile show, for the novice in the use of cars as well as for the man who has driven them for two decades or more.
>
> The forthcoming show will disclose, however, an unusual number of exhibits, apart from the developments in the passenger-car field. Even those who endeavor to follow the trend of the industry relative to passenger cars, and who may be familiar with the newer constructional ideas, will find at the show the first opportunity to see them all at one time and to form a definite judgment of their values.
>
> It is safe to expect, on the whole, that every exhibitor will have something new to interest the motorist. If it is not an entirely new model or a new body, it may turn out to be a radical alteration in chassis design. Mechanical innovations, it is predicted, will be found on every make of car exhibited, and it is equally assured that the bodies with which the 1927 cars are equipped will bring to light many ideas that will contribute to greater comfort.
>
> There will be in evidence, too, considerable changes in the driver's section of the car—that is, the front seat, the controls and the instrument board. The last-named has become a thing of beauty.
>
> Starting with graceful radiator designs, in a majority of cases surmounted by highly artistic figures on the caps, the lines for 1927 will blend more smoothly and will be emphasized by finely harmonizing combinations of colors.
>
> Driving the 1927 model, especially on long-distance trips, will be less wearisome than has been the case with many models of previous years. Steering has been made easier and clutch and brake pedals will function with less pressure because of refinements that have been worked out.
>
> Road vibration has been pretty well overcome by the fitting of deeper and softer cushions and by the use of soft springs. Valve operation has been rendered entirely silent by the use of cams of new shape, while in many makes of cars the engine will be found to be mounted on supports of rubber or fabric in order that its vibrations may not be transmitted to the chassis and body.
>
> Motorists who have noted that at certain speeds their cars have shown a great tendency to be noisy will find that this form of trouble—due to the engine and transmission vibrating together—has been eliminated.

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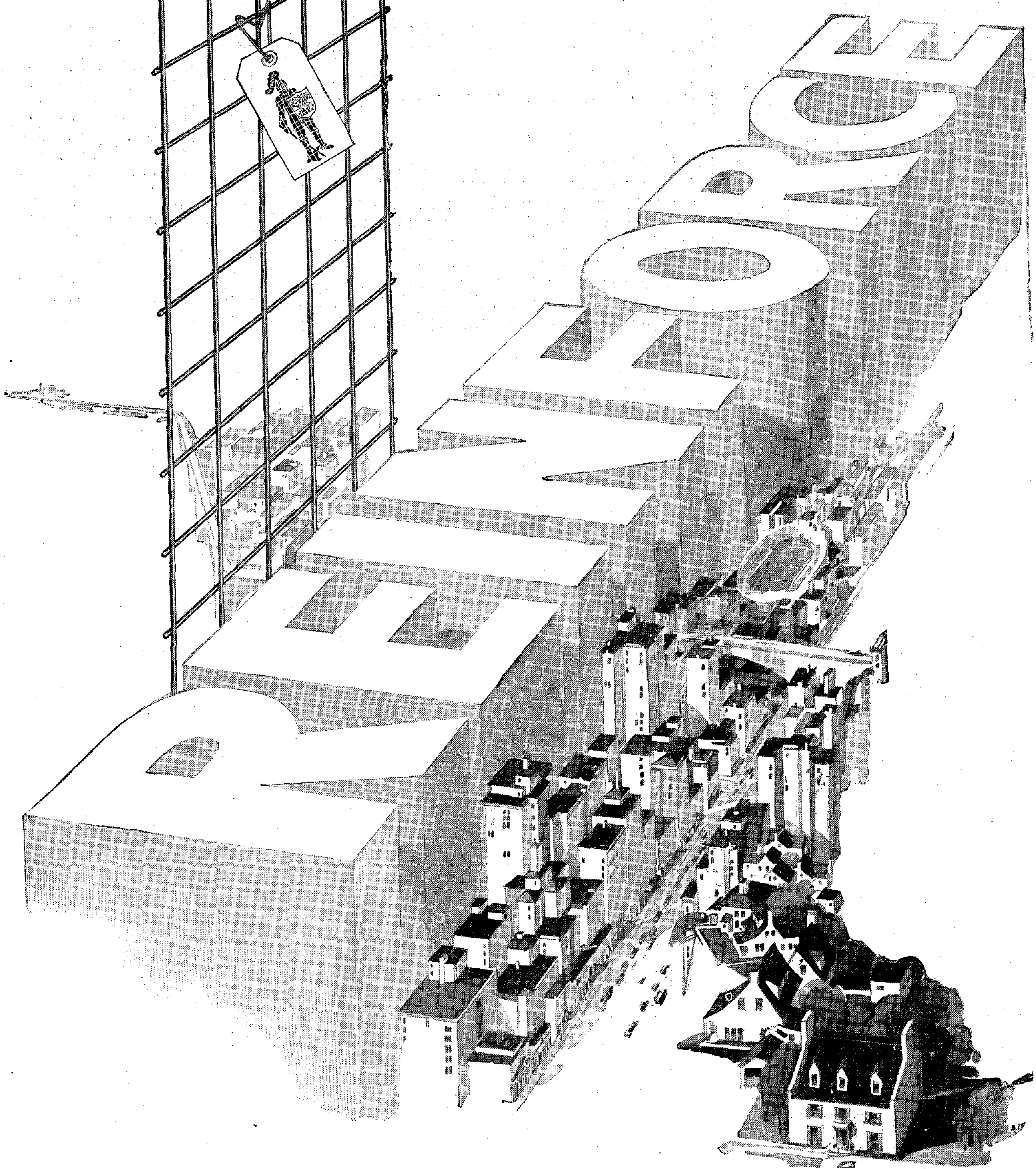

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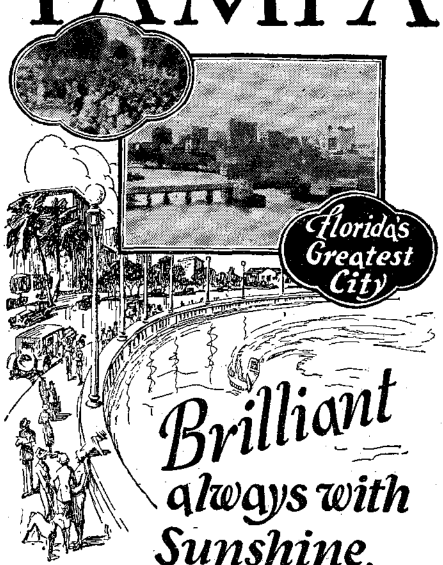

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MOTORING AND AVIATION
Continued

The National Automobile Show has annually drawn to the metropolis a greater number of visitors than any other, and with two new sections this year it is well within the probabilities that a new attendance record will be established. The fifty or more shop-equipment exhibitors with their staffs will be an entirely new addition, as will be those connected with the displays of commercial cars. There will be as well the great number of service-shop and garage men who will take advantage of the first opportunity ever offered in New York to look over the machinery built to speed up their work. Many merchants from outside cities and towns are looked for in response to the showing of business types of trucks.

The exhibition of motor-car parts and accessories will be more varied than ever before, "including scores of new and useful things," says the New York *Times;* and we read on:

> To give members of the trade an opportunity to inspect the accessories under most favorable conditions and also the shop-equipment exhibit, which is a new and important addition this year, Monday and Tuesday, January 10 and 11, have been set apart as trade days, when, from 10 A. M. to one o'clock, those exhibits will be open solely to the so-called professional element in the industry.
>
> The shop-equipment display is expected to attract strongly from the ranks of those who serve the public by keeping cars repaired and adjusted.
>
> Practically every device developed for the speeding up of automotive service will be on view, and much of it will be hooked up to power, thus permitting the actual operations and results to be carefully studied. With the tremendous increase in the number of motor-cars in use, the demand for service has increased proportionately. When repairs or replacements are needed they are demanded in the shortest possible time. To turn work out in the number of hours that used to be measured by days has been made possible only by the development of special service equipment.
>
> The replacement of brake lining may be taken as an illustration, because this is a feature of service that every car demands periodically. Under the old conditions such a job on all four wheels was deemed a fast one if finished in a day. With modern machinery which strips the old lining in a jiffy, and drills and countersinks holes for rivets, the entire replacement can be finished in a few hours. One man does it all and does a better job than several used to do.
>
> The task of grinding valves and removing the deposits of carbon from cylinders was another all-day job under old conditions. Now a few hours suffice, and the cost is proportionately lower. From a full week to two days or less is the time needed with up-to-date machinery to refinish a set of motor cylinders and fit new pistons and rings.
>
> All the machinery that comes under the head of shop equipment means more economical car operation, greater freedom from trouble and a great reduction in the time that a car must be laid up for

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adjustments, replacements and repairs or a general overhauling.

While not yet a thing of the past, the old-type garage and the mechanic who would attempt any kind of a job with a handful of tools are rapidly being relegated to the limbo of undesirables. In their places have come the modern equipped shops with the newest devices and the power to work them. A worn bearing or crankshaft does not now involve the virtual disassembling of the car. The motor is left in its place, and the work is completed in a fraction of the time formerly required.

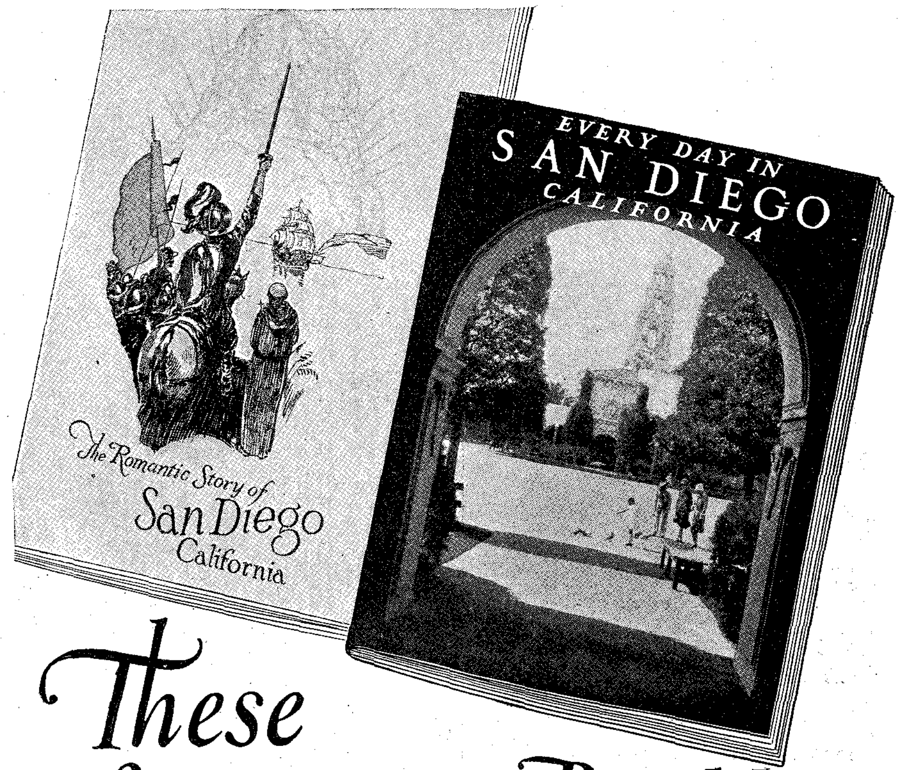
For many years air compressors have been used only to furnish air for tires. Now their usefulness has been developed to a point where they are used to wash and paint cars. The more or less passable hand-washing job, taking from half to a full hour, has now become a matter of less than ten minutes, and the results are all in favor of the power job.

The electric drill has eliminated hand labor, which was more costly and less satisfactory. Hydraulic presses have taken the place of the sledge-hammer, performing faster, cleaner work, without any danger of injuring parts adjacent to the one under repair.

These are only a few illustrations of the tremendous strides that have been taken in the maintenance field, in forms that can be utilized by the garage and service station. The progress that has been made means that car upkeep has been reduced in price because work can be done faster, and because it is done quite as well as the factory could do it.

A notable feature of the motor statistics for 1926 is the increase in the production of trucks and buses. This is commented upon by Windsor T. White, chairman of the motor-truck committee of the National Automobile Chamber of Commerce:

> Eclipsing all previous records and for the first time exceeding the half-million mark, truck production for 1926 reached a total in excess of 530,000 units. Included in this total are approximately 15,000 vehicles put in use as motor-buses. Previous high-production totals were established in 1925 with 497,452 units, 1923 with 392,760 units, and 1924 with 374,317 units.
>
> The economics of truck and bus transportation have become so well understood during the past year that there has been a notable increase in the number of vehicles used by every branch of industry. Particularly notable has this been in the case of the older transportation agencies. More than sixty steam railroads are now using motor-trucks directly or indirectly to supplement their freight service, and over forty railroads are using hundreds of motor-buses to supplement their passenger service. Some 350 street railways are now operating approximately 7,000 motor-buses in replacement of, or in addition to, their street-car service.
>
> By far the largest single type of truck use is by owners having rural free delivery mail addresses. In an exhaustive survey made during the year accounting for 2,225,008 trucks, 219,539 were found in the hands of R. F. D. owners. Other leading industries included groceries and other food products, 130,690; road contractors, 74,141, automobile accessories and supplies, 69,198.
>
> Moreover there were found to be 1,603,709 individual owners of motor trucks in the United States each owning an average of 1.3 trucks.



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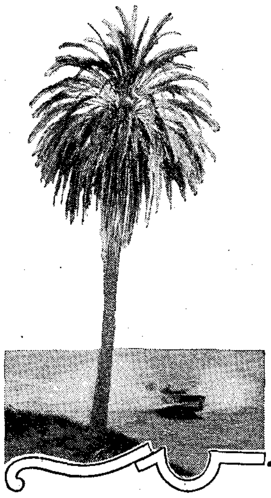

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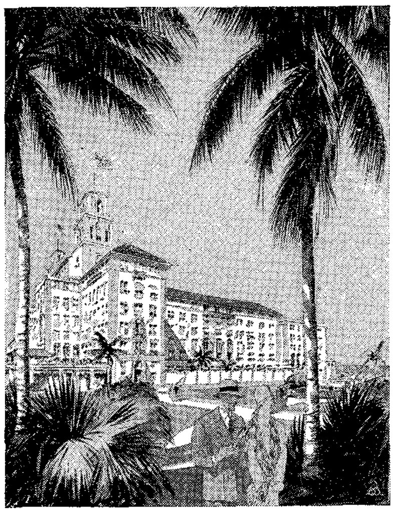

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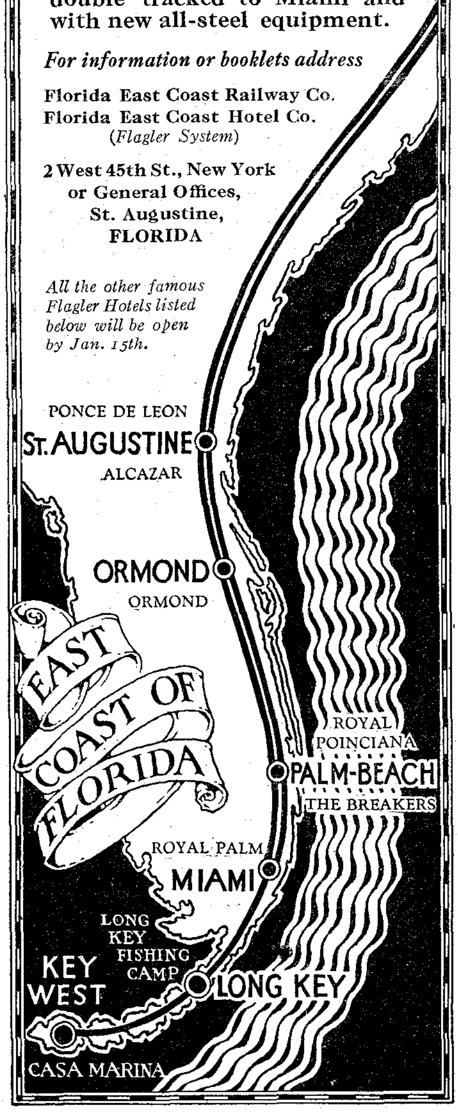


CRITICS AND DEFENDERS OF MY LADY AT THE WHEEL

OUT of every four men licensed to drive automobiles in New York City, one goes to the Traffic Court. The female of this particular species is more careful than the male, for statistics show that "only one out of every forty-five women drivers flutter and tremble before that grim, bored dispenser of penalties," the judge. A recent dispatch from Germany quoted a psychologist to the effect that women are less capable motor-car drivers than men, we learn from the New York *World*, and in the same paper Miss Flora Merrill rushes to the defense of her sex, with statements from "traffic policemen, taxi drivers, truck drivers and judges," to say nothing of a fine marshaling of statistics:

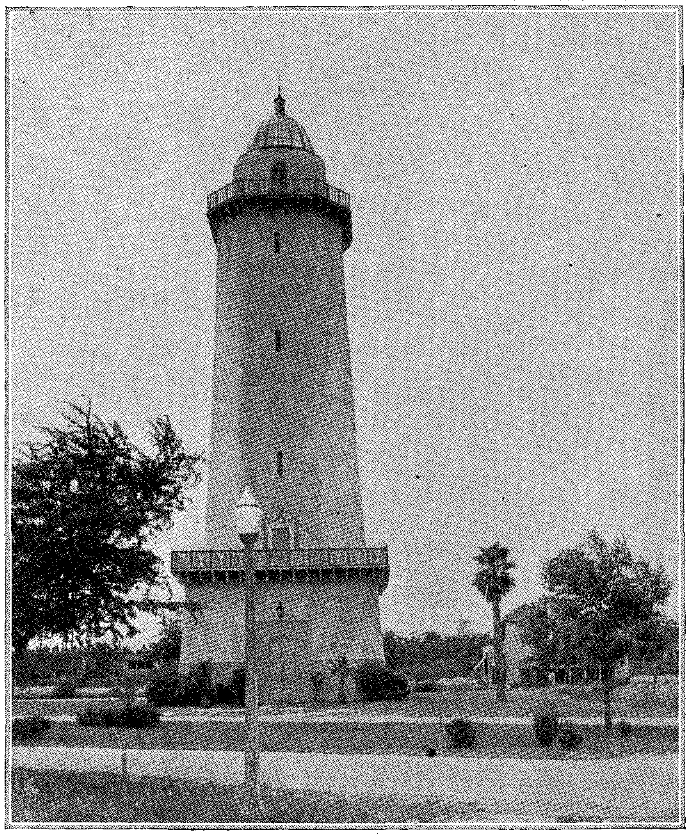
> Against the 555,972 men who have licenses in the Boroughs of Manhattan, the Bronx and Brooklyn, there are 149,175 arraignments, which is 26 per cent., or a little more than one in every four. But with 86,028 licensed women drivers in these same boroughs, only 1,932 are compelled to face the judge, which is but 2.2 per cent. of the number holding licenses. How can men look at these statistics and ever again dare criticize women as drivers? One man in every four gets into court and only one woman in forty-five has to have a chat with the law.
>
> Women score all along the line—before they go to court and after they get there. Assuming that the 151,107 men and women accused in a year all come into court on an even basis, 10 per cent. of the women put up a better story than the men. Fourteen out of every hundred who come into court cry, smile or talk their way out. But the man has a slim chance when in front of a judge. The records show that only four and a half out of every hundred males get away without paying a penalty. Yes, it's the man who pays and pays and pays.
>
> Man may have invented the automobile from battery to spark plug, but woman knows how to manipulate it. She may not be able to put it together, but she knows how to make it go, and with reasonable safety. It is difficult to trace all the steps from the violation of a traffic rule to the arrival of the victim before the judge.
>
> A great many men would say that had they committed the same violation they would have been sent up for life, but that women drivers get away with murder. They will be skeptical of the statistics, because they feel that the New York police are very gallant in their attitude toward women offenders. Out of the 149,175 men arraigned, 95.5 per cent. were convicted, and of the 1,675 women in court, 86 per cent. were sentenced. Fourteen out of each hundred escaped punishment.

But the policemen themselves, says Miss Merrill, tell quite a different story:

> "No woman gets by these days—we are getting hardened," Arthur Fidgeon, motorcycle policeman, insisted. "When a woman is stopt for violation of traffic rules, the summons is issued. The older they are, the more they want to talk. Flappers just look at us sort of helpless, but from thirty-five on, they are very chatty. The men abuse us most. Those in the little cheap cars put up the most fight, because they can't afford the fine.
>
> "I chased a woman up Broadway one Sunday morning, and when I told her she was exceeding the speed limit she got very impertinent and started to abuse me. After I issued the summons she said she was going to report me for chewing gum. I explained to her that I was in the same position as the street-cleaner and iron-worker who chews tobacco to absorb the dust and dirt, and that her speeding raised so much dust it was necessary for me to chew.
>
> "Men are the better drivers, because they are more capable of handling a mechanical device. They have the strength and ability to think much faster. We get the women oftenest on ignoring lights, obstructing traffic and wrong turns. My particular line is speeding, and there are more men speeders than women. The Harlem River Parkway, lower Broadway and First Avenue after midnight are the places where they put their foot on the gas. Driving a car is often a man's occupation, such as the delivery-wagon men, who are in a hurry to get rid of their loads, so it is only natural that men more often violate the traffic rules."
>
> Policeman William Larkin flashes the light for hundreds of women drivers in the shopping district at Sixth Avenue and Thirty-fourth Street.
>
> "If I am going to give a summons, no woman is going to talk me out of it or smile me out of it either," he said. "In two and a half years I have issued one summons to a woman and maybe five to men. You don't get a chance to get a summons on a busy corner like this; it would hold up all your traffic. Women are either the most reckless or the most careful drivers—seldom in between. They are the poky kind that block up the traffic or those who seem to be under the impression that when they get behind a wheel they can go joy-riding.
>
> "Failing to stop on the signal is the rule women drivers break most often. Automobiles are required to stay ten feet behind the crossings at corners, but you can't make a woman remember it. They'll inch up on you every time. When you are diverting traffic, they're the stubborn ones, and don't want to change their course for even one block.
>
> "The funniest excuse that either women or men drivers offer is the one they give us most frequently. I suppose it's because they can't think up anything better, but you stand square in front of them and they have the nerve to tell you to your face they didn't see you. That's as funny as anything I can think of.
>
> "Women can't be dumber than some men," he added. "One told me he had been driving fourteen years and didn't know what the whistles meant."
>
> No matter how many hours it takes to go a few blocks, women hate to forsake Fifth Avenue. Whenever the crosstown traffic starts they have time to look at the shop windows, so there are always several hundred of them driving their own cars up and down it.

A "fly man" was replacing the regular policeman at a busy crossing when Miss Merrill questioned him, and as he "calmly signaled the stream of cars to come on faster," Officer Donovan declared:

> "Some of the young girls you see at the



This is the Alhambra Water Tower, one of the four towers that supply Coral Gables. This water supply has never failed in any emergency. The Health Department conducts frequent tests and every care is taken to insure its absolute purity. It comes from four 60-foot artesian wells.

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There are now 1475 telephones with twice this number estimated necessary for next year. There are two laundries, two ice plants, two printing plants and six garages. There are twelve independent restaurants, in addition to six hotel restaurants. There are two hospitals that insure the best in medical attention.

Considering its size, Coral Gables has one of the most modern and capable health departments in this country, maintained at a cost of $50,000 per year. It is continually active in food control, in milk and water inspection, disposal of waste, and housing conditions. Its work in schools, in public health education and in general supervision of the city has helped to establish Coral Gables as one of the most healthful of all our cities.

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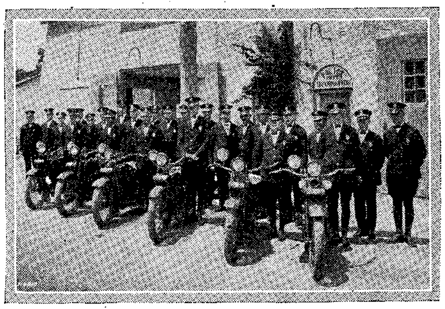
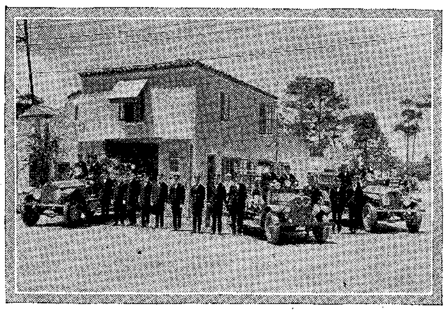
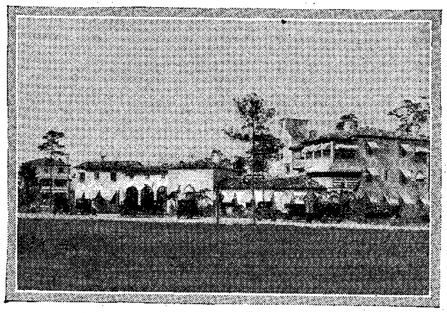


The police force of Coral Gables consists of four executive officers, seven motorcycle men and eighteen patrolmen. That this is more than adequate to the needs of the city is proved by the extremely low crime record.



This is one of the four fire units of Coral Gables. Appropriations have been made for two additional pieces of equipment, a modern fire alarm system and other improvements that will command the least expensive insurance rating. Fire loss to buildings in Coral Gables during last 14-month fiscal period was only $2900.



This is the Tallman Hospital, one of the most modern and beautiful institutions of this kind in the South. Sixteen doctors and surgeons, two public health doctors and seven dentists help to keep the people of Coral Gables in the best of good health.

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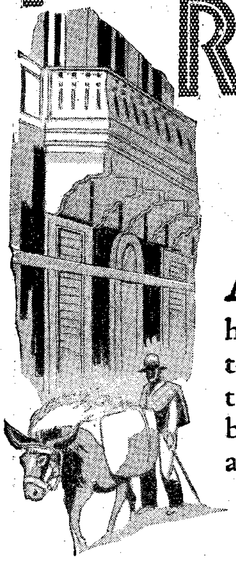

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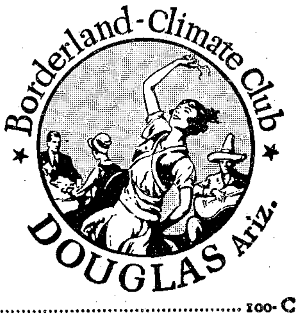

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MOTORING AND AVIATION
Continued

wheels are pretty snappy workers and handle a car just as well as any man. I never have any argument when I speak to women drivers. I'm always nice to them, and they're afraid to go to court."

Speaking for the suburbs where the family chauffeur is most often the woman who takes her husband to the train and drives the children to school and the movies, Sergeant James Fitzroy, assistant clerk of the Greenwich Traffic Court, said:

"I personally think women are better observers of the law than men. A woman fears a policeman more than a man does, and has not become hardened to appearing in court. Many men use cars in their business and, headed for important appointments, have their minds on getting there rather than on how fast they are going. Women have more time. It is the men who hog the road, and you'll notice that women fear their careless driving and give them room. When it comes to parking a car, women are hopeless. They never seem able to get their machines near enough to the curb. Men are careless in this respect, too, but the women are by far the worst offenders."

Judge William McAdoo, Chief City Magistrate, said that more women were brought into court on a charge of over-speeding than anything else.

"They'll talk themselves out of anything else," he laughed. "The average man, if a policeman stops him, won't argue with the officer. The average woman assumes either an aggressive or plaintive air. She'll dispute the matter with the officer and put up an argument and be very insistent, or she'll begin to appeal to his sympathies and subconsciously depend upon her sex.

"When the woman speedster is brought into court the officer says, 'I timed her by a Jones speedometer, which was regulated last Wednesday, and she was going thirty miles an hour by direct test,' but she says, 'That's impossible; I have been driving for fifteen years, and I don't go over twelve miles.' 'How do you know you don't? Have you a speedometer?' asks the Judge. 'Oh, yes.' 'Were you looking at it?' 'Well, I wasn't looking at it just then,' she admits. They tell us what their impressions are. My experience has been that most ladies, if they are not going twenty miles an hour, insist they are standing still. Take a woman passenger in a car; you rarely hear her say she is going too fast. Women like to travel fast. If you tell her she's going twenty-five miles an hour, she thinks it's about twelve.

"Of course, there are different women drivers just as there are different types of men," Judge McAdoo observed. "I wouldn't condemn all women. It is largely a matter of temperament. Most of them feel that they are being unjustly treated by the police and the court. A woman is more apt to say what she feels, while a man defendant waits until he gets out of the building and then curses everybody in it.

"Of late I think the police draw very little distinction between men and women. When a woman driver was a newer and rarer problem, they were more apt to be lenient."

Inspector Daniels asserted that in passing the State test for a license, the women

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STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates

drivers measure up to the men, and we read on that:

"As a general rule women are pretty nervous about taking the test," he said. "As soon as the inspector gets into the car, they aren't so calm. They forget to put their hand out or turn too wide on the curve. Some of them are pretty good drivers, but they are so nervous and do so many things wrong you have to figure out whether it is all fear or whether they are really poor drivers. As a rule they are fairly good. Plenty of men are worse than the women. Women don't have to take the test over any more often than men. Sixty per cent. of each pass the first time. Women at least pay attention and do what you tell them. The young fellow around twenty-one wants to show you how good he is and is apt to be more reckless than any one else."

"FRIEND OF THE CHILDREN" THE FAMILY CAR

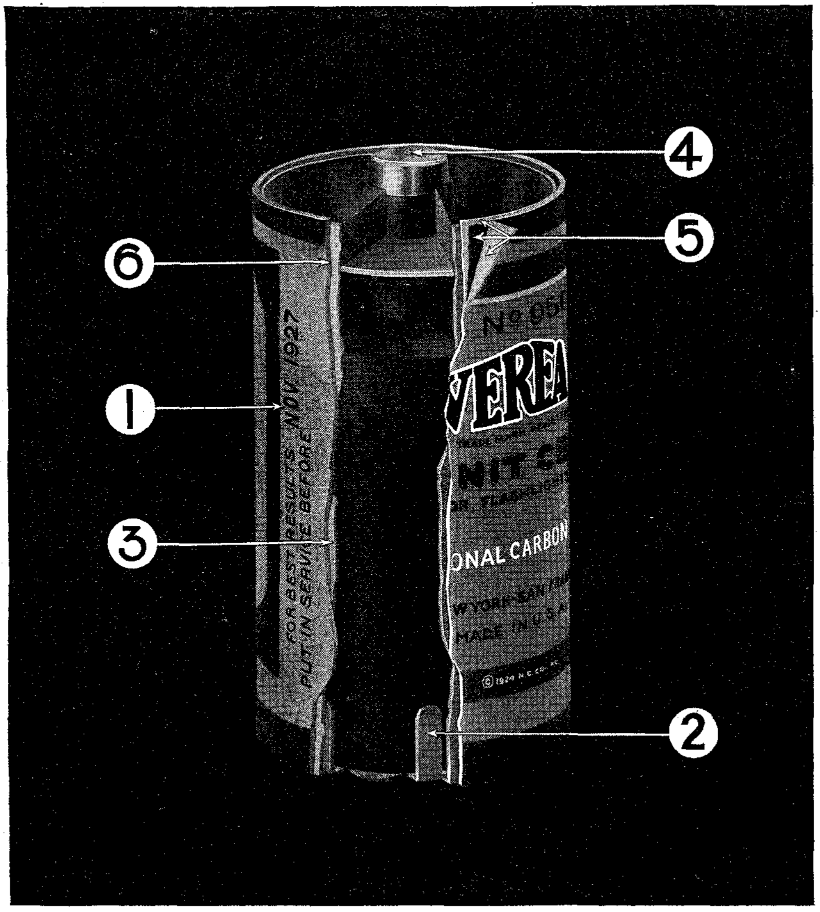
THE automobile is presented in the new light of childhood's benefactor in an article in the New York *Herald Tribune.* It is a particular boon to children in urban communities and "parents are coming to recognize the car as a medium which makes for health and education of children," we are told, and the account goes on to say:

The child in the city does not get as much opportunity as his rural cousins to romp over open fields and play in the woods, but it is now becoming an ordinary occurrence for parents of such city children to drive out into the country spaces during the week-end period where the children can enjoy those privileges which are always available to the country young folk. It is probable that city children get even more real recreation out of such an experience because they are enjoying a complete change, which is a valuable feature on an outing. They appreciate their opportunities and make the most of them, whereas the country children, always having available these open spaces, fail to get the thrill of enjoying them which would obtain if they were less convenient.

How to bring up children in the city and at the same time keep them strong and healthy has always been a problem difficult for parents to solve. The automobile has presented a solution which is found satisfactory in thousands of instances. And while the parents have been engaged in driving their children into the country, the adult members of the family have also been acquiring added vitality which but for their interest in their children's welfare would not have been obtained. The healthy color which characterizes the countenances of many city children is definitely due in part to their motoring experiences.

Furthermore, the automobile is a remarkable educational medium for children. As they are driven through the open country, they come to know and appreciate country life, and thus by coming close to nature learn many interesting things of value. They examine new plants, flowers, trees and stones; they study different kinds of birds and animals, they learn geological facts; many places which they visit have historical values and provide the basis of more instruction.

Another result of the general use of the automobile lies in the fact that it tends to keep the entire family together while enjoying their recreation. It is the usual



Enlarged sectional view of Eveready Flashlight Battery

Six reasons why *Eveready Flashlight Batteries* last longer

LONG after constant use has knocked the *daylight* out of the ordinary flashlight battery, Eveready Batteries go on delivering bright, white, dependable light. There are many reasons why this is so, chief among which are:

1 *Eveready Flashlight Batteries are dated.* You *know* they're fresh when you buy them. An Eveready feature that protects customer and dealer alike.

2 *The "star washer."* This accurately centers the carbon "bobbin" in the zinc can. A patented Eveready feature, insuring uniform current-flow when light is on and consequent longer life.

3 *The rolled-and-soldered can.* More expensive to manufacture than the ordinary "drawn" can. Insures uniform thickness of metal, resulting in uniform electrochemical activity and longer life.

4 *Projecting tip on brass contact.* Insures perfect contact from battery to lamp-base, and from cell to cell. Another patented Eveready feature.

5 *The Eveready jacket.* Consists of asphaltum, sandwiched between two plies of chip-board. Prevents short-circuiting by keeping out external moisture.

6 *Jacket cemented to can.* Eveready jackets are sealed to the zinc can with cement. They cannot slip and expose metal to metal. Another Eveready safety-feature, preventing short-circuiting and insuring longer life.

Reload your flashlight with Eveready Batteries. Insist upon Eveready. When emergencies arise and you must have unfailing light, it's comforting to know there are dependable Eveready Batteries in the case. These batteries are made by the makers of the famous Eveready Radio Batteries. They are "best in every case."

If you do not own a good flashlight, buy a genuine Eveready. It has all the newest and best features. There's a type for every purpose and purse, from $1.25 up.

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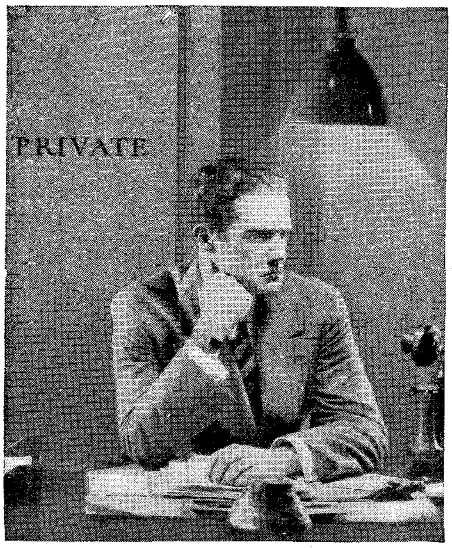

Held back by—what?

Perhaps it's comedones

For five years he had watched men come and go—up to better jobs. He knew he was not stupid. Something kept him back. Something made them promote other men—younger men. What could it be?

Many men suffer from *comedones*—the scientific name for blackheads. These disfiguring blemishes are often responsible for lack of business success. For while you yourself may not be conscious of them, others notice them. You may have wondered why success never comes. Perhaps it's *comedones*.

Pompeian Massage Cream helps you overcome *comedones*. It gets in where comedones form, rolls out all dirt and oily secretions. It stimulates a healthy circulation, keeps the pores open, and gives you a clean, ruddy complexion.

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After you shave, spread Pompeian Massage Cream generously over your face—and *rub*. Continue to rub until the cream rolls out. Note how dark the cream looks. That's the dirt that was in your pores.

Don't let comedones form. Use Pompeian Massage Cream every day—especially when social or business engagements demand that you look your best. It means a healthy, wholesome skin. 60c jars for sale at all drug stores.

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MOTORING AND AVIATION
Continued

thing for the parents and all of the children to take the automobile and go out for a ride together. This tendency to unity in family activity should be of benefit to the children, since it keeps them to a greater extent under the direct supervision of their parents instead of finding their recreation by themselves.

EXPERT INFANT PEDESTRIANS

TWENTIETH-CENTURY children are more traffic-wise than their elders. The Street Traffic Committee of the National Automobile Chamber of Commerce has reached this conclusion "after a survey of safety work done by the State educational systems." An account in the New York *Evening World* credits care on the child's part "to the tireless energy of the school-teachers of the country, whose constant efforts are being more and more widely supplemented through the assistance not only of public officials but also of safety councils and similar private organizations." Reading on we learn that:

> Sixteen States already have State-wide safety instruction, and in eight others partial efforts throughout the State are reported. The progress in safety education in the schools, it is believed, will soon show a decrease in motor-fatality figures.
>
> The State of Maine Department of Education has prepared a comprehensive set of rules for the safety of pedestrians, and these are placed in the hands of all teachers for the instruction of their pupils. These rules are worthy of reprinting here with the suggestion that they be read carefully and passed on where they may do some good. They follow:
>
> 1. Keep to right on sidewalk, cross-walk, roadway and passageway, but in highway without sidewalk keep to left, so as to have a clear view of approaching traffic. Do not read while walking on highway.
> 2. Observe traffic before stepping from curb and keep off roadway except when crossing.
> 3. Cross roadway at right-angles (never diagonally) and if reasonably possible on a cross-walk.
> 4. Watch for traffic officer's signal and heed traffic signs and limit lines.
> 5. Stand on sidewalk or within safety zone while waiting for street-car or bus.
> 6. Face and step toward front of street-car when alighting.
> 7. When necessary to pass behind a street-car, watch out for traffic.
> 8. On alighting from a street-car or other vehicle, observe traffic before moving.
> 9. Enter and leave a car-stop safety zone at cross-walk only.
> 10. Do not stand in the middle of a sidewalk, but on one side and out of the way of other persons.
> 11. Do not loiter on a cross-walk or before a public entrance.
> 12. When sidewalks are narrow, use the one on the right.
> 13. Do not walk more than two abreast on a cross-walk or congested sidewalk, nor more than three abreast on any part of any highway.
> 14. Hand- or foot-propelled conveyances and skaters must observe regulations for vehicles when on roadway, and directions for pedestrians when on sidewalk or crossing on cross-walks.

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Sore throat now *grippe tonight!*

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Hour by hour, the sore throat germs are multiplying. A mere gargle morning and night is not enough.

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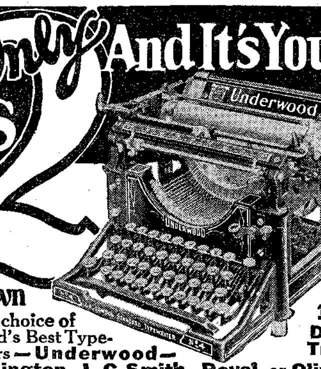

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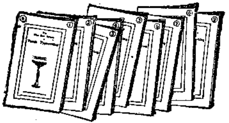

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THE LIFE OF AN AUTOMOBILE

THE results of a study to determine the normal life history of automobiles are given in a bulletin issued recently by the Bureau of Business Research of the University of Michigan. The study was conducted by C. E. Griffin, Professor of Marketing at the University, says a reviewer in *Roads and Streets* (Chicago).

The method employed was to take a sample of cars of the 1923 registration and, by comparing it with a sample of the 1924 registration, determine the "death-rate" for cars of various ages in the intervening period. The study was made on automobiles in the State of Michigan. It happened that in 1923 and 1924 the registration authorities of Michigan obtained from automobile registrants the year-model of the car registered as well as other data; and they have published in some thirty-five volumes (1924) the license number, name and address of owner, make of car, and year of manufacture. Employing this source of information, a sample of 41,641 cars was taken from the 1923 reports and 49,245 from the 1924 reports. The total number of cars each year-model in the two registration periods, as indicated by the samples were then compared.

The following conclusions are given by Professor Griffin in the bulletin:

1. The mortality rate for automobiles follows a curve similar in form to that for human lives and for various types of industrial goods.
2. The average life of motor-vehicles generally is 7.04 years.
3. The average life of Ford cars is substantially longer than the average life of all other cars as a group.
4. The average life of automobiles has shown a definite tho not a steady increase.
5. The rate at which automobiles of a given year's production are eliminated from use is indicated by the following facts: of any given 100,000 cars placed in use, 75 per cent. will still be in use at the end of 4.75 years, 50 per cent. at the end of 6.94 years, and 25 per cent. at the end of 9.2 years.
6. The normal "expectation of life" for cars of different ages is as follows: for new cars it is 7.04 years; for cars 3.5 years of age, 4.27 years; for cars 6.5 years of age, 2.8 years; for cars 9.5 years of age, 1.8 years; and for cars 12.5 years of age, 1.2 years.
7. On December 31, 1924, 93.1 per cent. of the cars produced in the preceding five years, 76.9 per cent. of those produced in the preceding ten years, and 71.3 per cent. of those produced in the preceding fifteen years were still in use.
8. The average age of the cars in use on December 31, 1924, was 3.07 years.
9. The replacement demand has shown a marked increase both absolutely and relative to the total demand. This tendency will continue. It is predicted that the replacement demand of 1926 will be 1,796,000 cars, of 1927, 2,063,000 cars, and of 1928, 2,341,000 cars. This increase in replacement demand means that the automobile market is approaching a stabilized condition.
10. At a rate of production of 4,000,000 motor vehicles a year (last year's total was 4,480,000), and exports of five per cent. of production there would be in the United States in 1930 a total of 28,580,000 such vehicles, or one for every 4.3 persons of the estimated population for that year.

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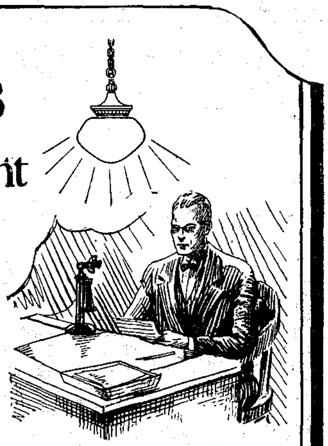

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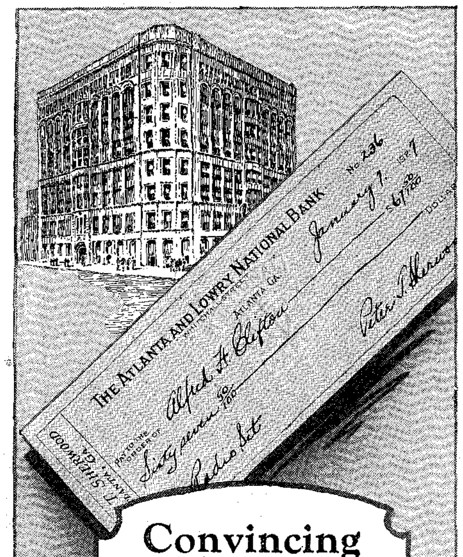

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INVESTMENTS ▾ AND ▾ FINANCE

COMPULSORY INSURANCE FOR MOTORISTS

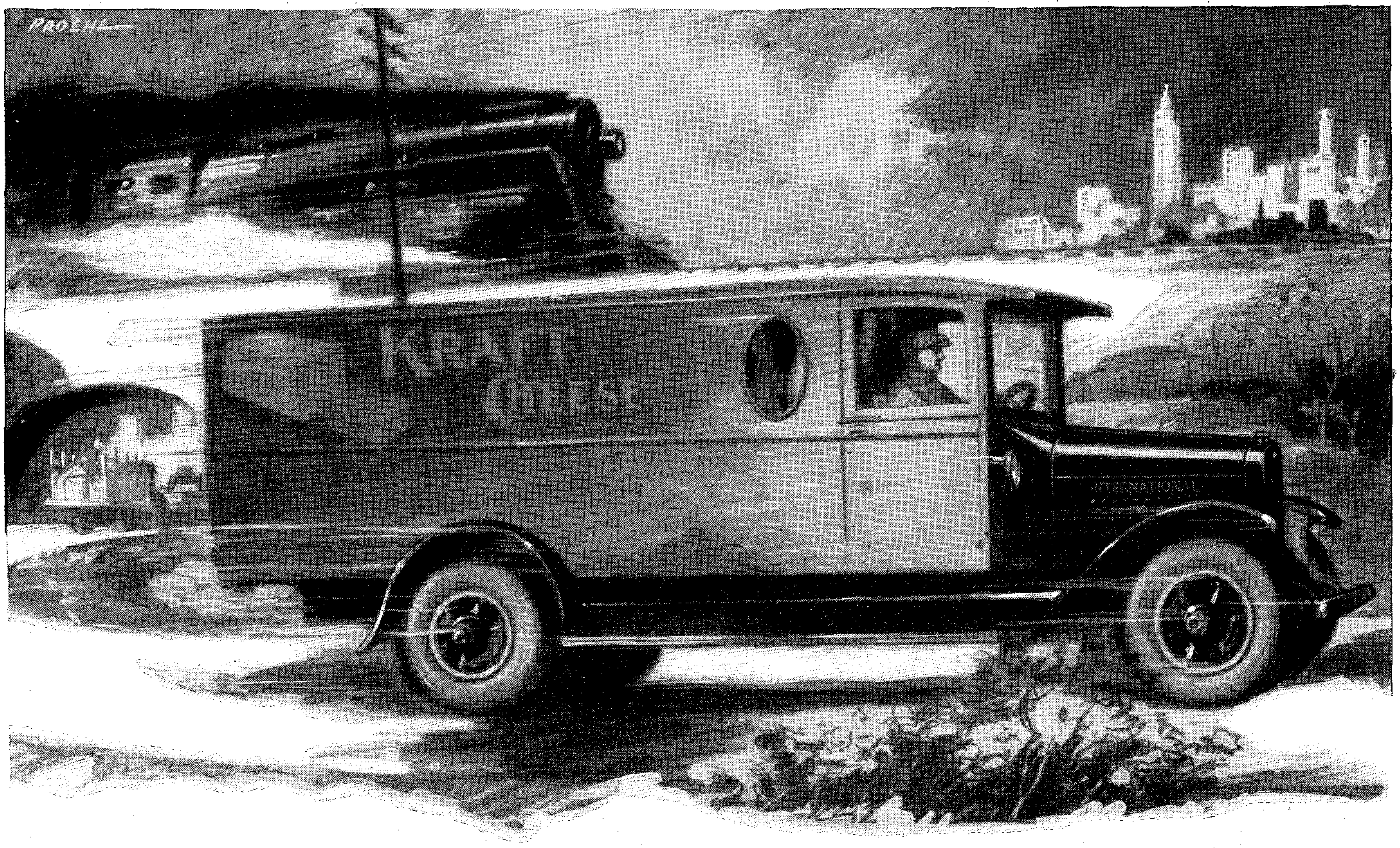
A NEW era in the development of insurance began last week when the Massachusetts compulsory automobile insurance act went into effect. This law is the result of the large number of persons injured by automobiles and unable to secure compensation because of the financial irresponsibility of drivers. This is a new experiment in legislation, writes James S. Kemper, President of the Lumbermen's Mutual Casualty Company of Chicago, in *The Nation's Business* (Washington, D. C.). Other States, it is remarked, will watch the workings of the Massachusetts law. "Time alone will determine its advantages and disadvantages." It must be remembered that in 1925 some 20,000 people were killed and 1,500,000 injured by automobiles and an estimated property loss of $750,000,000 was sustained. The 1926 mortality is expected to be at least as high. The question, of course, is whether accidents will be decreased by compulsory insurance. It is suggested that such laws might rather increase accidents, by encouraging the careless motorist to think: "Oh, well, I've got a bond up," or "They've made me insure, so I'll just step on 'er." At any rate—

> No one can get an automobile license in Massachusetts who has not guaranteed his liability for damages on account of personal injury or death of others to the extent of $5,000 and $10,000—$5,000 as security in the event one person is injured by the motorist; $10,000 if two or more persons are injured in a single accident.
>
> This security may be provided by an insurance policy, by a bond, or by a cash deposit. Without question the majority will choose insurance. This means a tremendous lot of new business for the insurance companies. Yet, generally, they are opposed to the measure.
>
> Why?
>
> Publicly most automobile insurance companies take a neutral position. They say they are in the business to provide indemnity needed by the public under the laws for whose enactment the public is responsible and that it is not for the insurance companies to take sides one way or another on the enactment of such laws. But privately there are comparatively few automobile insurance executives that do not, from the standpoint of the public interest, dislike compulsory automobile insurance. They see in it another attempt to cure by legislation a trouble, imperfectly diagnosed, which can be prevented better and more cheaply than it can be cured.
>
> Proponents of compulsory automobile insurance freely quote percentages to indicate that a high proportion of injured persons is unable to collect damages because automobilists are financially irresponsible and are without insurance.
>
> A Chicago attorney is quoted as saying: "When accidents happen in this State in ninety per cent. of the cases it is impossible for the injured or their dependents to secure any compensation or other relief."
>
> A Chicago newspaper says editorially:
>
> "At present, it is estimated, more than half of the automobile accidents in Illinois are caused by drivers who have no financial responsibility. . . . Existing conditions are intolerable. In Cook County alone the number of deaths from automobiles this year will approach a thousand. . . . The victims suffer pain and loss of income and often as not have to pay the doctor and the hospital besides. Compulsory insurance will go a long way toward removing a grave injustice."
>
> A different situation is disclosed by a recent survey of all deaths due to automobiles in the District of Columbia for the past several years. This survey indicated that judgments were not satisfied in but 7.4 per cent. of the cases where judgments were secured. If this figure can be accepted as representing the general situation, it must be admitted that the problem of unsatisfied judgments is very much less important than is sometimes assumed.
>
> Unfortunately, there seems reason to believe that compulsory automobile insurance may increase rather than decrease accidents. Of the limited world experience available, that of the Swiss is probably the most comprehensive. In that country the number of accidents has considerably increased. It is not to be presumed that compulsory automobile insurance will tend to make drivers more careful; indeed the reverse is highly probable. Compulsory automobile insurance will have no effect on accidents caused by pedestrians and careful investigation has disclosed that pedestrians are responsible for nearly as many accidents as automobile drivers.

To correct any possible misapprehensions, Mr. Kemper points out that the Massachusetts law does not provide compensation for every injury and death regardless of who is at fault:

> It does provide for security that, when the motorist is at fault, legal, valid claims within the specified limits will be paid. Under the new Act the claimant must, as previously, prove that the motorist was at fault and that the claimant was faultless.
>
> The Act does not provide for security for property damage claims. The Act has no effect on accidents outside of Massachusetts nor upon private property nor upon private ways, such as filling stations, garages, and the like. It has effect only on accidents upon the public highways of Massachusetts.
>
> The Act makes no provision for indemnity for personal injuries sustained by an automobile owner himself, except as he may be a claimant on account of injuries inflicted on him by another automobile.

The new law, which was passed by the legislature in 1925, is officially called the "Massachusetts Compulsory Automobile Liability Security Act." Its workings, thinks Mr. Kemper, will be carefully watched in the next few legislative sessions in many of our States. This writer believes much will be accomplished, tho gradually, by the adoption of the Uniform Vehicle Code devised by the recent National Conference on Street and Highway Safety. If this is generally enacted and wisely



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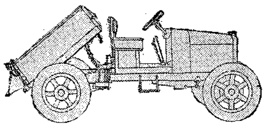
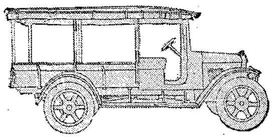
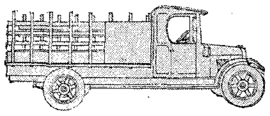
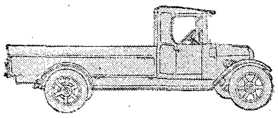
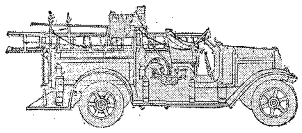
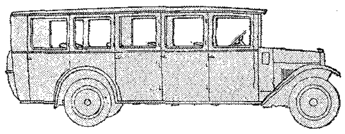


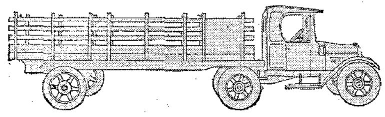












THE HARVESTER organization announces a complete line of improved Speed Trucks of six distinct chassis designs to meet every requirement for loads up to 1½ tons.

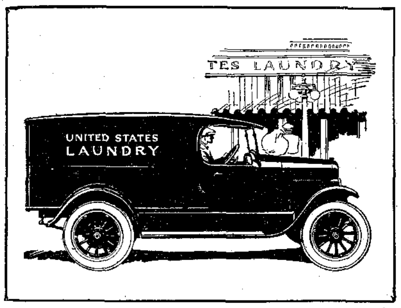
Model S is built to carry a 1¼-ton load. It comes equipped with a 4 or 6-cylinder power plant and with any type of body for hauling and delivery.

Model SL—safe and low and easy to work with—is a 1½-ton chassis with either a 4 or 6-cylinder engine and has a wheelbase of 160 inches. The top of the frame is only 24 inches from the ground.

Model SD is a handy, specially-built 1½-ton chassis with a wheelbase of 110 inches, designed for dump or tractor work. It is ideal for general contracting, road building, and trailer hauling.

Every International Speed Truck is a truck from the ground up—not a rebuilt passenger car. Engine, clutch, transmission, axles, springs, frame, and all the other essentials are the result of 22 years of truck building experience.

Whether your loads run to bulk or weight, whether your business calls for style and distinction or plain utility in its hauling equipment—there is a 4 or 6-cylinder Speed Truck in either a 1¼ or 1½-ton chassis made to meet your needs exactly.



For light, quick hauls we suggest our "Special Delivery," a fast and sturdy model for ¾-ton loads. Any type of body.

The International line also includes Heavy-Duty Trucks up to 5 tons capacity, Motor Coaches, and the McCormick-Deering Industrial Tractor

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Putting 4-Wheel Brakes On Tuberculosis

EACH YEAR thousands of people rid themselves of the extravagance of poor health—at Albuquerque, New Mexico. Here they renew their capacity for work, their zest for play, and cast forever behind them the threat of tuberculosis.

Nature gave Albuquerque a marvelous tissue-mending climate. Its people offer you the hospitality of a city that has grown to a population of 30,000 chiefly by providing inviting accommodations for people seeking the benefits of this climate.

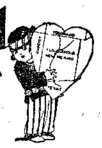
Here you will find the dry mountain air that invigorates; days of never-ending sunshine; extremely low humidity; and only half the rainfall of Colorado and a fifth the rainfall of Eastern health resorts.

The combination of a southerly latitude and a 5,000 ft. altitude brings winters so mild that the sunshine can be enjoyed without cumbersome wraps, and summers so perfectly tempered that blankets are necessary even on the nights of July and August.

Facts about Albuquerque have been gathered in a book, "Putting 4-Wheel Brakes on Tuberculosis". It contains weather reports, health statistics and an interesting account of the old-West country which surrounds Albuquerque. It is illustrated with 130 photographs, and tells about the sanatoriums, hotels, and living expenses here. Sent postpaid to the names you suggest.

Use the coupon and write additional names on margin of page.

Albuquerque Civic Council



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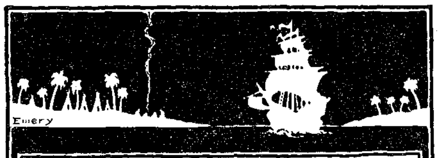

DAYTONA BEACH

PONCE DE LEON saw the stretch of marvelous beach, the beauty of landscape, the peaceful river, the flood of sunlight. They are still here with the addition of luxuries, comforts and amusements beyond the old navigator's wildest dreams. Friendly Trade Winds make Daytona Beach the South's "cool spot" in summer. The Gulf Stream keeps it warm in winter. It is an out-of-doors made to live in.

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INVESTMENTS AND FINANCE
Continued

enforced it will undoubtedly "force sharp reductions in our national automobile accident ratios—by enabling tourists to know and to obey the law wherever they may be; by depriving incapable, reckless, and criminal drivers of motor privileges; and by eliminating speeding." As to the Massachusetts law the writer in *The Nation's Business* says in conclusion:

> Compulsory automobile insurance so-called may through the operation of the insurance policy cancelation feature operate to deprive the careless and reckless driver of the use of the highways. To that extent at least it will be helpful. Admittedly it will insure the payment of indemnity in some cases where under the present system no payments would be made.
>
> It is a new experiment in legislation. By many it is felt to be an un-American and illogical way of meeting the problem.
>
> Time alone will determine its advantages and disadvantages.

At least one insurance agent ventures to disagree with many leaders in the insurance business and comes out strongly in favor of the Massachusetts law. Such a law he believes to be "just as necessary to the protection of the citizen as the law against carrying concealed weapons." This agent, Mr. N. H. Grady of Chattanooga, argues in a letter to *The Insurance Field* (Louisville):

> The automobile is an exceedingly dangerous vehicle. The speed obtainable and permissible in even the poorest makes of cars makes their use produce accidents, even when driven with care. As a general proposition, the owners of good cars, who are able to indemnify persons for injuries or for property damage, carry insurance to protect themselves; but there are millions of automobiles in the United States driven by people who can't pay a dollar of damages. I hope the day will come very soon when an automobile license can not be secured in any State until a policy covering the car is filed with the license office.

But these arguments do not convince the editor of *The Insurance Field*, who replies that "insurance is a purely social scheme, not a police auxiliary." Most motorists who are responsible, we are told, do carry liability insurance. Now—

> In order to provide liability for the damage cost of the irresponsible it is proposed to load it on to the responsible. It will add enormously to the cost of operation and it will to a certain extent relieve the congestion, perhaps. But it will not keep off the road any reckless driver who has the money to pay a premium. Upon a certain class of people it will have the effect of a license to drive as they please and let the insurance policy pay. It would open the way for much fraud.
>
> Whenever insurance becomes a police regulation it must of necessity become an arm of the State, subject to all the manipulations and extravagances of politics. The States and cities already fail to enforce their police regulations; what is to be expected when more regulations are added to be evaded at the cost of a liability premium?

Every dollar that has become due on first mortgage building bonds sold by us has been paid to every investor.

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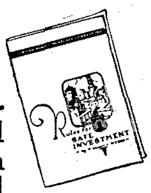
This Valuable Book
Before Making Your Investments



Here is the investment wisdom and experience of a lifetime "boiled down" to a few invaluable pages—*safe rules for placing surplus money at a good rate of income.*

This booklet was written for those having large or small amounts to invest, and is sent free on request.

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THE summer sun smiles on a care-free people in this land where the seasons are reversed. Twelve days through warm Southern seas to Rio de Janeiro, fascinating capital city of sub-tropical Brazil. Gaiety—freedom—charm and modern luxuriously appointed hotels await you.

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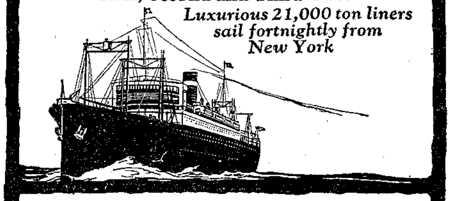

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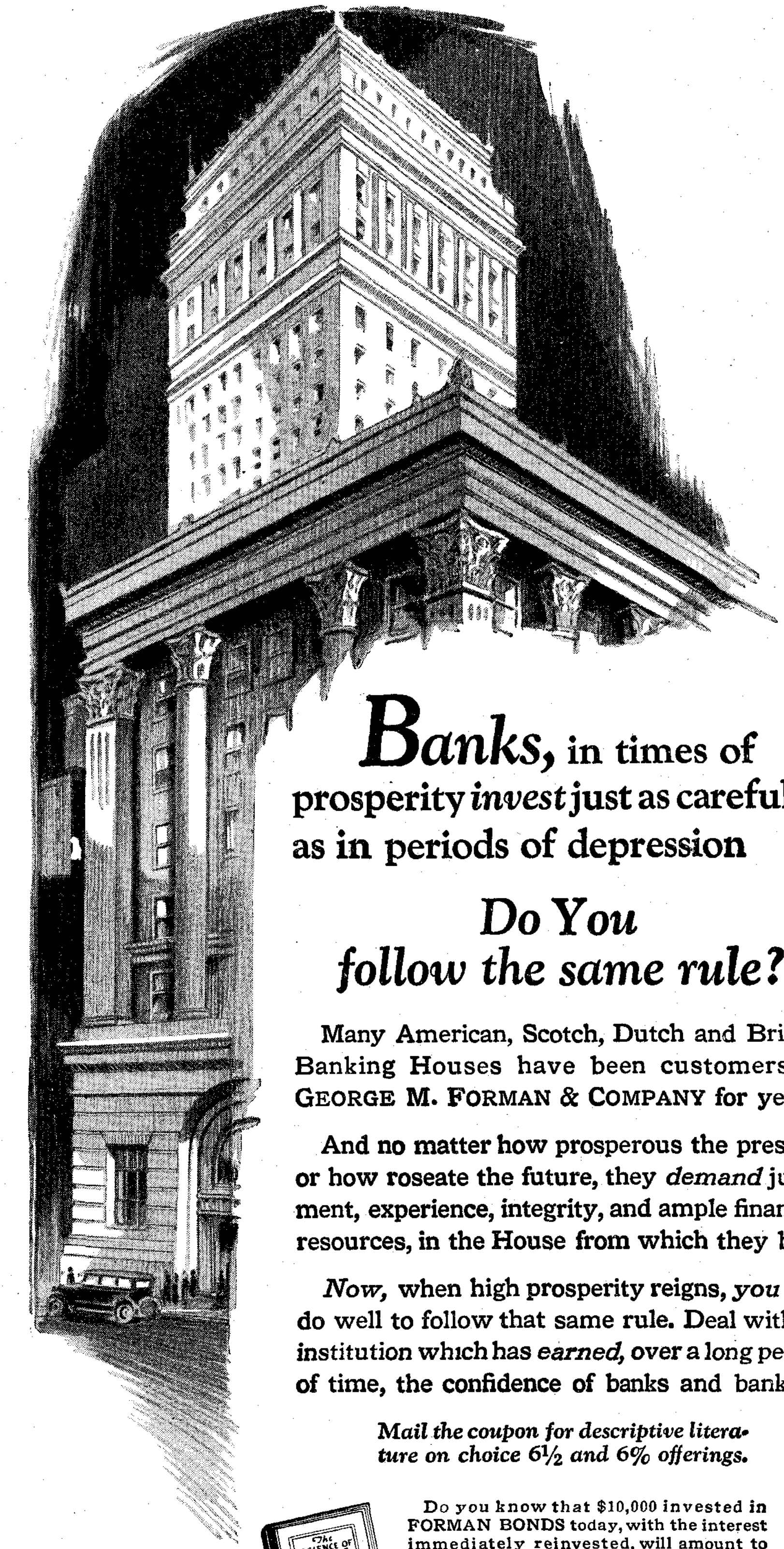
For Tender Faces
EMOLLIENT MEDICINAL ANTISEPTIC

HAVE PEOPLE STOPT MOVING?

THIS question has nothing to do with the activity of the city moving-vans around the first of October, but rather with the migration of peoples. The New York *Journal of Commerce* is inclined to think that just now we are in the midst of a world-wide reaction against migration, which is having its effect industrially by destroying the mobility of labor. Great Britain, for instance, is seriously affected by her over-supply of labor; on the other hand, many undeveloped countries find it impossible to attract the laborers that they were once able to count on. Here is the United States, "the one-time refuge of the opprest and adventurous of almost all nations," virtually closing its doors "to almost all other peoples who might be desirous of seeking to better their economic or other status in this country." And then, "on the continent of Europe, where danger has been seen to exist of transmigration of peoples across international boundary lines, suspicious natives have seen to it that bars are put up to prevent such movements." Now—

> One result is that the much-talked-of mobility of labor is in large degree, at least so far as the crossing of national boundary lines is concerned, a myth. If the facts were otherwise, a good deal of the discomfort and economic depression that is to-day afflicting Europe might by now be, in part at least, removed. Great Britain happens to be one of those countries where population has outgrown economic opportunity, or at least is thought by a good many British authorities to have done so, and those who shape the policies of that country would like nothing better than to find a way whereby some of its excess population might be removed from the country and at the same time kept within the Empire. They, however, will have to accept with what grace they can muster the objections and the restrictions that Canada and the other dominions prefer to raise against the people of the mother country.
>
> Population movements from the earliest dawn of history, and probably long before that time, have been a source of much conflict, a good deal of destruction and the downfall of not a few nations. At times it has seemed to be spontaneous and irresistible. At others, it doubtless has been carefully fostered by groups for purposes of their own. At still others, it has taken place without bringing dire results. This latter, generally and comparatively speaking, at all events, was our own experience with the inflow of many foreign elements which, while they caused the rise of a good many social and other problems, did supply the labor and not infrequently the organizing genius that enabled us to rise so rapidly as one of the leading Powers of the earth. During the past decade the worst phases of such movements of population have unfortunately been focused in the attention of peoples generally, and the advantages that often accrue, at least under proper circumstances, have been largely lost to sight.
>
> We, the world over, seem to be in the stage of rather extreme rebellion against migration. We shall at one time or another find it advisable, if not absolutely necessary, to progress much further.



Banks, in times of prosperity *invest* just as carefully as in periods of depression

Do You follow the same rule?

Many American, Scotch, Dutch and British Banking Houses have been customers of GEORGE M. FORMAN & COMPANY for years.

And no matter how prosperous the present, or how roseate the future, they *demand* judgment, experience, integrity, and ample financial resources, in the House from which they buy.

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Do you know that $10,000 invested in FORMAN BONDS today, with the interest immediately reinvested, will amount to $18,771.72 in 1937? This and many other interesting facts are shown in this free booklet. It charts a sure path—adapted to *your* needs and *your* earnings—leading straight to financial independence. Mail the coupon for your free copy.

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Please send me without obligation your booklet, "The Science of Fortune Building," together with list of current offerings yielding 6½ and 6 per cent.

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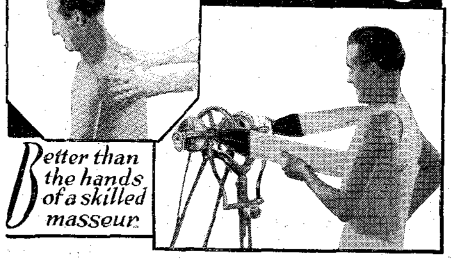
HEALTH in 15 minutes a day


Better than the hands of a skilled masseur

Over 50,000 men and women have discovered the secret of radiant health. Fifteen minutes of effortless exercise with the new, scientific Battle Creek "Health Builder" keeps them glowing with vigorous health.

Just The Exercise You Need

Massage, as you know, is a wonderful aid to health. It flushes the muscles with vigorous, cleansing blood and tones up the entire system. With the new Health Builder you get all the benefits of massage combined with enjoyable exercise. The "Health Builder" develops the entire body—stimulates the circulation—aids elimination—maintains youthful lines—increases vitality and keeps you in the pink of physical condition. Applied to any part of the body you desire, this vibratory-massage gives you *just the exercise you need.*

Posed By Miss Dorothy Knapp *acclaimed the world's most beautiful woman—who uses the "Health Builder" daily, in her home.*

Safeguard your health Send For "Keeping Fit In Fifteen Minutes a Day"—a valuable Free book showing the Battle Creek "Health Builder" in operation—with complete series of interesting home exercises. Mail the coupon—TODAY!

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and all accessories—wigs, masks, make-up, tights, shoes, etc.—unusual materials for costumes and stage draperies. 65 years of experience in costuming amateur theatricals, minstrels, parades, balls and parties.

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KLUTCH holds False Teeth tight in the mouth

KLUTCH forms a comfort cushion between plate and gums; holds the plate so snug it can't rock, drop, chafe, or "be played with," and not a seed can get under it. *You can eat and talk as well as you did with your own teeth.* Why endure dropping, rocking plates another day when Klutch will give you instant relief? Get a box of your druggist now. The price is 50 cents. If your druggist does not have Klutch in stock, have him order it for you. If he will not, don't *waste your money on substitutes* but send us 60 cents for a box, postpaid.

HART & CO., Box 2017-A, Elmira, N. Y.

CURRENT EVENTS

FOREIGN

December 22.—The U. S. Army Pan-American flyers reach Tampico, Mexico, from San Antonio, Texas, on the second leg of their good-will flight to South America.

December 23.—Capt. Ira C. Eaker and Lieut. M. S. Fairchild, of the U. S. Army Pan-American air squadron, arrive in Vera Cruz from Tampico, Mexico.

December 24.—An unsuccessful attempt is made to assassinate President Adolfo Diaz of Nicaragua, but the driver of his carriage is mortally wounded.

Anti-British riots at Hankow, China, result in outrages against foreigners, says a dispatch from Shanghai.

December 25.—Yoshihito, Emperor of Japan, long an invalid, dies in his forty-eighth year, and Hirohito, his son, who since November, 1921, has ruled the Empire as Regent, immediately becomes Japan's 124th Emperor.

Rear-Admiral Latimer, in command of the American special squadron at Puerta Cabezas, Nicaragua, orders that Dr. Juan Bautista Sacasa, who has set himself up as Liberal President of Nicaragua, and the members of his Cabinet and all his troops must disarm or leave Puerta Cabezas, which has been declared a neutral zone.

The British Government makes public the text of its note of December 18, on Chinese affairs, in which it states Great Britain's willingness to revise the present treaties and settle all other outstanding questions as soon as the Chinese have constituted a government with authority to negotiate.

December 27.—President Calles of Mexico receives the four visiting Pan-American flyers who are on a good-will flight around South America.

DOMESTIC

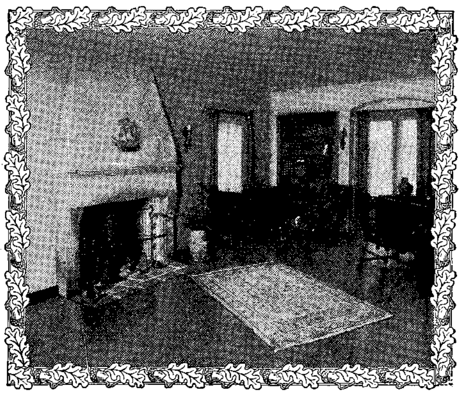
December 21.—Col. Frank L. Smith, Senator-elect from Illinois, accepts the appointment of Governor Small as Senator to fill the unexpired term of the late Senator William B. McKinley.

The Army's five Pan-American flight planes complete the first leg of the 20,000-mile good-will journey by reaching Brownsville, Texas, from San Antonio, where they took off.

Ty Cobb and Tris Speaker, two of the greatest figures in professional baseball, are accused of "fixing" the game between Cleveland and Detroit, played at Cleveland, September 25, 1919, the charges being initiated by Hubert ("Dutch") Leonard, former pitcher for the Boston Red Sox and later for the Tigers, who, with Joe Wood, is also linked in the scandal.

Col. Ned M. Green, former Federal Prohibition administrator at San Francisco, is acquitted by a jury in the United States District Court of the charge of embezzling confiscated government liquor stores.

The Department of Commerce announces that in the registration area, which includes thirty-four States, there were 17,571 deaths due to motor-vehicles in 1925, and that the death-rate from this cause was 17 per 100,000 of population,



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Right over your old worn floors, lay Oak Flooring, at small cost, to modernize and beautify your home. Enjoy Nature's enduring product—sanitary, permanent, adding value to the home, growing more mellow and beautiful with time. Oak Floors are clean, and easily kept so. They save housework.

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containing modern color finishes, with suggestions for treatment of various rooms.

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Always Full of Bloom Summer and Winter Indoors and Out

Absolutely the freest flowering plant in cultivation. About the only good blue flowering plant for Winter use. The ideal house plant. Invaluable for bedding. Heavenly blue flowers throughout the entire year. A constant delight. Plants 40 cts. each; 3 for $1.00.

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Childs' Triple Tested Flower and Vegetable Seeds, Plants and Bulbs are *fully guaranteed.* Send for large 140 page catalog today. It's FREE.

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Don't neglect a Cold

Dangerous sickness often starts with a cold. Ward off your colds with Musterole before pneumonia starts.

Musterole is a clean, white ointment made with oil of mustard. It has all the healing properties of the old-fashioned mustard plaster.

Rub the ointment gently over congested spot. It penetrates the skin and goes right to the seat of the trouble.

Rheumatism, tonsillitis, lumbago, coughs and colds are all symptoms that call for Musterole.

To Mothers: **Musterole is also made in milder form for babies and small children. Ask for Children's Musterole.**

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Jars & Tubes

MUSTEROLE
WILL NOT BLISTER
REG. U.S. PAT. OFF.

BETTER THAN A MUSTARD PLASTER

as against 15.7 in 1924, 14.9 in 1923, 13.5 in 1922 and 11.5 in 1921.

December 22.—Four officers are killed at Chanute Field, Illinois, when their two airplanes crash head-on in midair.

The report of Col. Carmi Thompson, commissioned by President Coolidge to make a special investigation of conditions in the Philippines, recommends that independence be not granted to the Islands "for some time to come," but suggests greater autonomy in internal affairs "as conditions may warrant." The report is transmitted to Congress.

December 23.—Eighteen people are killed and many injured when the Royal Palm Limited and the Ponce de Leon Special of the Southern Railway crash head-on at Rockmart, Georgia.

The State Department announces that a force of American sailors has been landed at Rio Grande Bar, Nicaragua, to protect American and foreign lives and property.

The cooperation of the American Federation of Labor in eradicating Communist elements from the International Ladies' Garment Workers' Union is pledged by a special committee from the American Federation of Labor.

December 24.—Senator Borah, Chairman of the Foreign Relations Committee, issues a statement, saying that while it is proper to land marines to protect American life and property in Nicaragua, "the truth is that effort is being made to get this country into a shameless, cowardly little war with Mexico."

Patrick Eugene McDermott is found guilty of the murder of Don R. Mellett, newspaper publisher of Canton, Ohio, the verdict carrying a recommendation of mercy.

December 27.—The known death toll from poisonous holiday liquor is announced to date in New York City as twenty-three.

Six deaths and property damage of $100,000 are caused by floods in the lowlands of Kentucky, Tennessee, Arkansas, Mississippi and Alabama.

Tornado's Track.—"How did your house look after it had been ransacked by those burglars?" asked the neighbors.

"It looked as if my husband had been looking for something he had mislaid," replied the wife.—*Cincinnati Enquirer.*

Dry Aquatics.—

"Mother, may I go out to swim?"
"No, my darling cutie;
My precious pet must not get wet,
You are a bathing beauty."

—*Louisville Courier.*

Tell Your Yearnings.—Several people have entered the County Egg Laying Contest. If there are any others who desire to enter they are requested to notify Miss Ross at once.—*Morrilton (Ark.) paper.*

Skating in Wonderland.—Mrs. Edwin Evans had the misfortune of having her head cut by falling on the ice, which bled profusely.—*Pennsylvania paper.*

Hard-Boiled Patient.—

THREE CARS COLLIDE, ONE
IN WILMINGTON HOSPITAL

—*North Carolina paper.*

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Electric Fireless Cooker

RANGE

Let Me Quote You
My Factory Price

Get my special introductory price on this wonder of wonders new electric fireless cooker range. Better yet, let me send you this range upon 30 days approval test so that you can cook and bake and find out just how wonderful it really is. Read my offer below.

WM. CAMPBELL
The Original Fireless Cooker Man

Costs Little to Use

The same wires that light your home will do all your cooking. You will be surprised at how little it costs. Electricity in the oven turns on and off automatically.

Works Off Your Home LIGHTING CIRCUIT Through Convenience Outlet

Better Baking—Better Cooked Foods

Flaky pie crusts—cakes that just melt in your mouth—Roasts done to a juicy tenderness. Large Pyrex window in the oven door. Oven door clamps tightly—no heat wasted. Uses electricity only about ⅓ of the time.

The automatic control insuring steady, even heat uniformly distributed to all sides, top and bottom of the oven takes all the uncertainty out of baking. Once you use this range you'll wonder how you ever got along without it. Easy payments.

Current is used only about one-third of the time. Set the oven control for the heat desired and the automatic regulator keeps the heat at the same temperature. Never too hot—never too cool—always just right for the best baking and roasting results. Oven door, large cooking top and splasher back made entirely of aluminum. Range beautifully finished with French Gray enamel. Large electric fireless cooker in the bottom slides in and out like the drawer in a desk. Takes up no extra room in your kitchen—also *automatically* controlled. Put in your cooking—turn on the electricity, when the right cooking heat is reached the electricity automatically shuts off and the cooking continues. Money-saving—time saving—cooks foods better.

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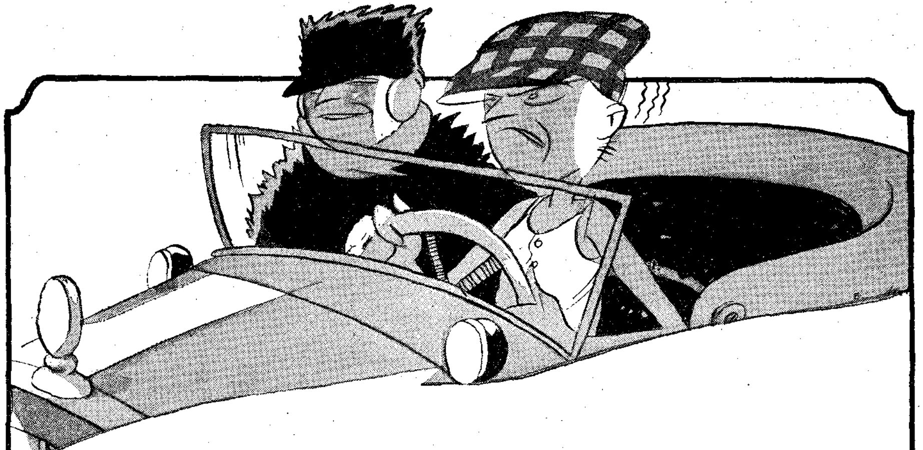
My new low price will amaze you. No dealers. I sell direct from factory. Cash or easy payments. Big illustrated catalog and health book sent free. Send me your name today for special introductory offer.

THE WILLIAM CAMPBELL CO., 1010 Union Avenue, Alliance, Ohio
Manufacturers of a full line of electric kitchen cooking equipment



SILLY! *But aren't we all?*

Put on your big fur coat, big goloshes, big mitts! And yet, with all your swaddling, you too will still be unprotected at a vital place—*the inner throat.*

Most coughs and colds get started in the delicate throat membranes. It's just plain silly not to protect them—they are so easy to safeguard.

Smith Brothers' Cough Drops safely protect and gently medicate the throat tissues. They quickly soothe irritation, relieve hoarseness, ease and stop the cough. Your whole throat is cooled, cleared, refreshed.

Two kinds: S-Bs and Menthol (in the orange box). Keep a box handy always. 5c

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COUGH DROPS

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Caruso's
Amazing Vocal Power

The Late Enrico Caruso in a characteristic pose

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Caruso's throat showed a superb development of his Hyo-Glossus muscle, attained, so he tells us in his own writings, by persistent effort, and without any guidance from the voice teachers of his time. The soundness of Prof. Feuchtinger's method of voice production was again substantiated.

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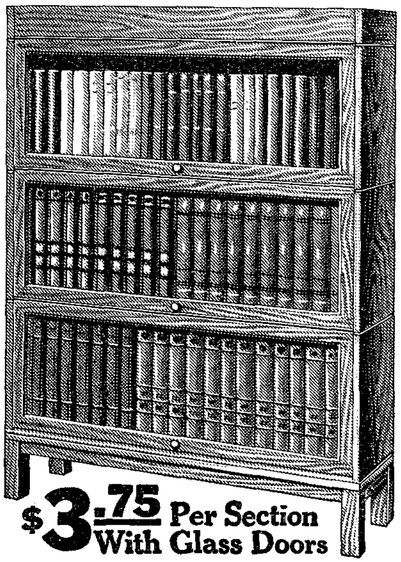

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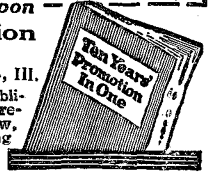

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